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The Hongkong Telegraph

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THE GOOD TIMES

SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

EUROPEAN CHARGED WITH BREACH OF TRUST.

Shanghai, August 22.
Mr. Harold Latham has been charged with breach of trust as the result of disclosures in the Bankruptcy Court in respect of shares which he was instructed to purchase by Captains Winans and Jorgensen.

STRAITS GOVERNOR'S DEPARTURE.

Singapore, August 22.
H. E. the Governor leaves for Home on Monday. The Hon. Mr. F. B. James (Colonial Secretary) will administer the Government.

SHANGHAI MUNICIPAL COUNCIL.

Shanghai, August 22.
The Chinese Chamber of Commerce advises the Chinese rate-payers to pay rates for this quarter, against negotiations over the Councilor question before next quarter.

INTERNATIONAL BUSINESS CLUB AT SHANGHAI.

Shanghai, August 22.
The British, Chinese and American business men have formed a Club with rooms on the Bund. The object is partly for social and partly for business purposes.

EARLIER TELEGRAMS.

NORTHERN RUSSIA.

Archangel, August 20.
Another piteous appeal has been issued by representatives of the entire population of Northern Russia to the Allied Democracies not to leave them to the mercy of the Bolsheviks. "When your troops arrived with words of encouragement we believed you, we believed that the work began would be carried on and that you were a moral support. But we were mistaken. You are recalling your men, half of whom are volunteers who came to our assistance in the name of humanity. And to think that your volunteers could save us from massacre, starvation and ruin. We representatives of democracy appeal to you to think what your action entails. We appeal to your feelings of human justice. A victory for Bolshevism means death to us. For the sake of the sanctity of human life you must leave your forces here so that in this last hour of our trial you may in humanity save those of us who are still alive. We ask you to hear this cry of despair and pain."

THE DARDANELLES FIASCO.

London, August 20.
The "Times" in a forecast of the Dardanelles Commission's final report says it finds that insufficient consideration was given to ensure safety at the original landing. The difficulty was greatly underestimated. The Commission strongly criticises the attacks at Anzac and Sulva, largely attributing the failure to faulty leading, and censuring several commanders, particularly at Sulva, who unhesitatingly agreed to the decision for evacuation, but state that the decision was unduly delayed. They opine that General Monro's view, confirmed by Lord Kitchener's, ought to have been decisive. The Commission adversely criticises the breakdown of the water supply and the arrangements for the evacuation of the wounded.

OUR PEKING LETTER.

(From Our Own Correspondent.)

Peking, August 9th.
China still stands firm in her resolution not to sign the German peace treaty under which she would consent to the alienation of her rights in Kiaochow, but at the same time she is eager to have it known that the state of war between the two countries is at an end and for that reason a bill has been introduced into and passed through both houses of parliament to have the cessation of warfare declared. Its promulgation by mandate, however, is being delayed until the Austrian peace treaty is signed in order that the Government may have time to consider the important question as to whether Germans will enjoy extraterritoriality or not. Other difficult matters have to be considered.

As regards the mediation proposals initiated by the British and American representatives in the Far East, Japan has flouted these and China is not informed of them, that is officially, but what is most significant is that the Government has let it be known that it will not negotiate direct with Japan for Kiaochow. China professes to stand on her rights and claims the territory which member

ship of the League of Nations entitles her to have.

It is interesting, too, to note the change which is apparent in the Japanese attitude to the Tsingtau question. A year ago there was no reference of any value to Tsingtau being transformed into an international settlement. Tsingtau was, of course to be returned but on the understanding that a Japanese settlement was to be sanctioned. The settlement has been staked off already, and Japanese are enjoying all the advantages derived from possession and from being first comers. Now, however, the opinion of the world is being sensed. It is opposed to an exclusive Japanese settlement. It is opposed to Japanese monopolies in Shantung by whatever title they be claimed or by whatever name they may go under. Consequently, the Japanese are feeling uncomfortable.

Mr. Yoshizawa, of the Tokyo Foreign Office, is in Peking again. He has completed a survey of conditions in the Leas-Territory of Kiaochow and along the railway zone and his report is expected to guide the Japanese Government in its decision respecting Shantung. He is a pleasant little man and makes a better impression upon the Chinese than some of his colleagues in the service.

RETURN OF GERMANS TO HONGKONG.

EARLY LEGISLATION PROMISED.

The Hon. Mr. C. G. Alabaster, O.B.E., gave notice on the 13th August, 1919, of the following question:—
"Will the Government consider the introduction of legislation to strengthen their powers of exclusion of undesirable aliens; so that the Colony may not become a rendezvous for the subjects of the Central Powers of Europe or a centre of alien activity, intrigue, and propaganda?"
The reply thereto is as follows:—
"The Government has been in correspondence with the Secretary of State for the Colonies and it is introducing a bill in the Legislative Council forthwith."

President Hsu Shih-chang has been unable to get Parliament, or the Anfu majority, to agree upon a premier. His plan was to wait till the extended session of Parliament expires on August 12th and then appoint a temporary prime minister who is expected to carry through the important negotiations looking to a settlement of North and South differences and reunite the country. Parliament is inclined to combat this solution of the difficulty by keeping itself together, not officially of course, in committees to consider the budget which has not yet received approval, and several other questions.

At the present time there are no active political movements. There is nothing but intrigue and personal negotiation. Report has it that General Tuan Chih-jui, fearing the growing power of Little Hsu who is working in with General Chang Tso-lin, of Mukden, is co-operating with the President, and it is not at all unlikely that his name may be mentioned for the Premiership again. Tuan seems to have broken away from the Anfu party, but it is doubtful if the three Yangtze tuchuns would endorse his nomination. Neither is it likely to be acceptable to the South. His former policy of attempting to conquer the South has not yet been forgotten by his old opponents.

Peking has suffered a musical and social loss in the departure yesterday of Professor Heymans and the band of the Union Philharmonic for Shanghai under engagement by the French Municipal Council. These Chinese instrumentalists were first brought together by Sir Robert Hart, Inspector General of Customs, and when he died the band was taken over by Sir Robert Bredon who subsequently placed it under the Union Philharmonic. But Sir Robert's demise meant the loss of the chief support of the Union, which was unable to maintain the band, and its break up seemed imminent. Fortunately the French Council in Shanghai came to the rescue and has preserved this very interesting musical organisation.

Yesterday was the first day of autumn and most of us are glad of the promise of success of heat which it brings. But Peking is still very empty, and not till near the end of the month will business get back to normal.

The third of the monthly Anglo-American tiffins was held yesterday and despite the smaller attendance the eating together was enjoyed. The British Minister and Sir Francis Aglen were present.

The Kirin affair has been smoothed over, and Chang Tso-lin is triumphant. His position is strengthened by General Pao Kwei-ching being appointed Chinese representative on the Chinese Eastern Railway which means that the control of this line is also in his hands. This uncrowned king, this exchange-hut, has built up a strong position for himself from which he can defy Peking. Doubtless this quarter may see some change before long in the service.

LATEST NEWS OF THE TYPHOON.

CENTRE PASSES WITHIN 150 MILES OF THE COLONY.

OVER FIFTY BOATS LOST IN HARBOUR.

OFFICIAL REPORTS SHOW SMALL LOSS OF LIFE.

The disastrous effects of the typhoon on the native craft, the owners of which gain their living in various manners in the waters of the Harbour, were painfully apparent this morning. Along the Fraya, from Blake Pier to the Harbour Office, there were piled masses of wreckage in separate heaps, each representing all that remained of a sampan or larger harbour boat. On most of these wreckage dumps sat a Chinese woman with one or more children, tearfully explaining to passers-by that the surrounding wreckage represented all that remained of her means of livelihood. Alongside the sea wall were dozens of submerged and partially submerged craft and there was hardly a vessel to be seen intact.

Enquiry at the Harbour Office showed that the official reports were only completed up to about five o'clock last evening, and the total losses to that time were 51 harbour boats, of various sizes and two sea-going junks. Complaint is made that the black cross signal was hoisted too late, but on the other hand, it appears that owners of these harbour craft have been repeatedly warned that they should seek shelter as soon as the red cone is hoisted. There is also an outcry against the exorbitant charges made for salvage by the Chinese launchmen, and it is submitted that the Government should regulate, as much as possible, these charges. Some of the junk owners are insured and therefore only temporarily deprived of their means of living, but some are not protected and the loss is consequently serious. Particularly with sampan owners, it is suggested that the Government should afford some assistance.

The West River boats seem to have suffered little damage. The Kinsan was compelled to anchor in Tiger Bay and was seen to be safely riding out the gale by the Fatshan which also anchored in Tiger Bay at about 8.15 last night. The latter vessel arrived this morning at about 7 o'clock. The Sam Nam Hoi, running between Hongkong and Kowloon, ran right through the gale and made a good passage. The vessel left Kowloon at 9.49 p.m. on Thursday night, the barometer then reading 29.52. The vessel behaved splendidly and arrived at Stonecutter's and dropped anchor there at about 4 o'clock yesterday morning. At five o'clock the vessel proceeded alongside her wharf and landed her passengers. She then returned to the shelter of Stonecutter's and anchored until this morning when the wharf berth was again taken up. Great praise is due to the master and officers of the vessel who made the usual run, arriving only about a couple of hours behind schedule time. The Wah On was passed, which had left Kowloon sometime previous to the Sam Nam Hoi and the latter vessel turned back to Kowloon when about halfway to Hongkong, and has not yet arrived in Hongkong.

When the Ferry service was resumed yesterday the work of the Star Ferry Company was greatly hampered, by the sinking of junk on the north side of the Hongkong jetty, which deprived the company of utilizing this side of the jetty for landing passengers. A portion of the wrecked junk is still to be observed above water, but meeting waves, the junk was being blown about by the waves.

convenient place on Friday it was found necessary to sink the pontoons to prevent destruction. This difficulty has, however, now been remedied and the Ferry service proceeds as usual. The impression has somehow got abroad that the s.s. Sui An, of the Hongkong, Canton and Macao Steamboat Company's fleet, is missing, but on enquiry this morning we learn that yesterday she went to shelter here and left as usual this morning. The s.s. Honam came down from Canton yesterday afternoon, went to shelter and left at the usual time this morning. The s.s. Kinshan went to shelter and proceeded thence to Canton. The s.s. Sui Tai is still at Macao, as the conditions have been very bad there, the full effects of the typhoon being felt.

A word should be said of the splendid rescue work done at the Canton wharves by Mr. Edley, the chief wharfinger, who, with the assistance of two detectives, was instrumental on Thursday night in saving at least 150 lives. He kept on duty until 5 p.m. on Friday, and although he cannot swim he repeatedly jumped into the water with a rope round him and saved many Chinese who were in distress. His plucky work is deserving of all praise.

THE POLICE REPORTS.

The official police reports compiled up to this morning show that statements with regard to loss of life and other matters have been greatly exaggerated. The total of deaths so far officially notified, is three—a boy, a girl and a woman.

A woman named Cheung Moy lost her boat, valued at \$2,800, near Yaumati ferry wharf. No lives were lost.

About 33 passenger and cargo boats were broken up in the central district. No loss of life is reported.

The Water Police report that five large junks were wrecked between the Green Island Cement Company's wharf and Bailey's Yard.

A cargo boat was being towed by a launch when the tow rope broke and the boat was lost, the launch being unable to again make fast the rope. The crew of the boat got aboard the launch and were saved.

A fishing boat, valued at \$50, was hanging on to a junk which was being towed and broke away and became waterlogged. No lives were lost.

One of the Godown Company's lighters, which had made fast to the Africa Maru, finally broke loose and was lost.

A message was received from Cape D'Aguilar that a junk had sunk off Po Toi Island. It is feared that this was attended by loss of life, but so far no details are to hand.

A cargo boat was lying alongside the Sui Sang and an attempt was made to tow it away. The launch was unable to do so and the junk drifted away.

Passenger boat No. 3387, carrying a crew of eight, capsized near the entrance to Yaumati Shelter. A small boy, aged about eight years, and a girl, aged about 16, were drowned.

lost in that district. The Yaumati reports include that of a launch towing three boats, one of which capsized and a woman was drowned. Her body has since been recovered.

Damage on land included the blowing down of the fencing round the Diocesan Girls' School in Kowloon has been blown down. An electric wire was blown down between Moody and Ghatam Roads. A tree was blown down in Austin Road near Queen's Park. A large branch of a tree was also blown down in Gordon Road.

Asked as to the reports that about 300 people had been killed as a result of the typhoon, a police official expressed the opinion that the report was an exaggeration. There might be one or two more reports of deaths later on, but it was not anticipated that the final total would exceed a dozen. Yesterday many people were no doubt reported as missing but they were probably employed in looking for possible remains of their boats, and other property and have hastily been accounted drowned by their friends.

THE OBSERVATORY REPORT.

This morning the Telegraph approached the Observatory authorities for information regarding the typhoon, and was courteously supplied with the following data by Mr. T. F. Claxton, the Director:—

The wind, as recorded by the Dines instrument, increased from 16 miles an hour at 5 p.m. on the 21st to 35 miles per hour at 8 p.m. and then oscillated between 30 and 42 miles per hour, the latter occurring at 6 p.m. on the 22nd. The heaviest squall was 84 miles per hour which occurred at 1.17 p.m. on the 22nd.

The following are the approximate positions of the typhoon at 6 a.m. on the dates given:—August 20th, 15° N., 125° E.; August 21st, 17° N., 118° E.; August 22nd, 20° N., 113° E. It appears to have entered the land near Kwongchow-wan this morning.

The centre of the typhoon passed within about 150 miles of Hongkong.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 10.3.16.

REFORMS IN KOREA.

IMPERIAL RESCRIPT.

The Emperor's Rescript for Japan is a landmark in the history of reforms in Korea. Some of the words as received by telegram are illegible, and are left as they appeared:—
"We have made it our aim to promote the security and welfare of our territory of Korea, and to extend to the native population of that territory, as our beloved subjects, fair and impartial treatment in all respects, to the end that they may, without fear, live in peace and in contentment. We are persuaded that stage of development, at which the general situation has now arrived, calls for certain reforms in the administrative organisation of the Government General of Korea, and we have our Imperial Command that such reforms be (put) into operation. The measures thus taken are solely designed to facilitate working of administration and to good and enlightened government, in pursuance of our settled policy and in fulfilment of the altered requirement of the country. Especially, in view of the termination of the war, it is our desire that every effort should be made for the advancement of the national resources and the well-being of the people. We call upon all the public functionaries concerned to exercise their best endeavours, in obedience to our wishes, in order that a rule may be assured to Korea, that the people, diligent and happy in attending to their respective vocations, may enjoy the blessings of peace and contribute to the growing prosperity of the country."



From London Sketch. DIS-PEEPING.

NOTICES

THE UNDERWOOD TYPEWRITER

"The Machine you will eventually buy."

HORNBY-STOCKPORT
GAS ENGINES AND SUCTION GAS PLANTS.
OVER 10,000 IN DAILY USE.

HORNBY OIL ENGINES.

AGENTS FOR:

THE EXPANDED METAL CO. LTD.

EXPANDED METAL FOR REINFORCED CONCRETE.

TAYLOR'S MACHINE TOOLS.

FRANCIS WEBSTER & SON.

CHINA, Tientsin, etc.

PARRAMORE, MORSE & CO.

All kinds of Machinery and

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Holding Regatta, Pils Driven, etc.

THE REDBURN COMPOSITIONS LTD.

DOMOLAS & GRANT.

Kiss Mills and Steam Engines.

Anti-Fouling and Anti-Corrosive

Paints.

AND VARIOUS OTHER MANUFACTURERS.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & CO. LTD. Machinery Dept.

YALE CHAIN BLOCKS.

TRIPLEX, DUPLEX, & DIFFERENTIAL
TROLLEYS & TROLLEY TRUCKS,
CRANES &c.

SOLE AGENTS—

BRADLEY & CO., LTD. MACHINERY DEPT.

QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:—

Principal features: Small Premium, Liberal Surrender Value,
No Medical Examination, Return of Premium in the Event of
Death, and Numerous Options at the Age of 25.

WRITE FOR PAMPHLET AND FULL PARTICULARS TO

DODWELL & CO. LTD. Agents.

THE HONGKONG ROPE MANUFACTURING CO. LTD.

ESTABLISHED 1883.

MANUFACTURERS OF

PURE MANILA ROPE

3 STRAND

1 1/2 to 15"

CIRCUMFERENCE

CABLE LAID

5" to 15"

CIRCUMFERENCE

4 STRAND

3" to 10"

CIRCUMFERENCE

Oil Drilling Cables of any size up to 8,000 feet in length.

Pricing Samples and full particulars will be forwarded on application.

SHEWAN TOMES & CO. General Managers.

LEMONS.

BROOKE'S

FINEST

Lemon Squash.

SOLE AGENTS:

CALDBECK

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15, Queen's Road, Central.

Telephone No. 75.

HONGKONG JAPANESE

MASSAGE ASSOCIATION.

MR. U. SUGA

MR. S. SUGA

MR. I. HONDA

MR. S. HONDA

8, Queen's Road, Central.

Hongkong.

METALS

of all kinds, especially for ship-

building and engineering works.

Largest and best assorted stock

in the Colony.

SINGON & CO.,

(Established A. D. 1882.)

HING LUNG ST. Phone 315

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THE NEW PHOTOGRAPHY

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THERAPY No. 6

THERAPY No. 7

THERAPY No. 8

THERAPY No. 9

THERAPY No. 10

THERAPY No. 11

THERAPY No. 12

THERAPY No. 13

THERAPY No. 14

THERAPY No. 15

THE WINNIPEG SOVIET

ALIEN INFLUENCES

Toronto, June 17.—It is conclusively settled that the object of the strike leaders at Winnipeg was to establish a Soviet and overthrow constitutional government. In the first days of the strike its spokesmen were bold and arrogant. On May 16 Rev. William Ivens, editor of the Winnipeg Socialist, and perhaps the most active and influential of the strike leaders, declared:—"Winnipeg is now governed by a Soviet. The seat of authority has been transferred from the City Hall to the Labour Temple." The secretary of the Winnipeg Trades Council, at a meeting of strikers, said:—"The solidarity of the workers augurs well for success in this strike and in the bigger struggle that it is to come, for the control of all the resources of the country." It was suggested that the new Parliament Buildings should be the Labour Temple of the future. On May 19 Ivens said:—"In a short time there will be no need to use the weapon of the strike. We shall not need to strike when we own and control industry, and we won't relinquish the fight until we do control. The workers see no reason why they should not own and enjoy since they produce all." On May 23 the Labour News, organ of the strikers, said:—"The fight is on. It overthrew the Governments in Russia, Austria, and Germany. Now it has Winnipeg in its grip. We shall fight until we win."

ORIGIN OF MOVEMENT.

In March last the first definite step towards the organisation of the Red forces was taken at Calgary. A convention of Labour leaders resolved to separate the western unions from the American Federation of Labour and inaugurate a movement to consolidate all the labour bodies of Canada into one big union. The convention sent fraternal greetings to the Russian Soviet Government and to the Spartacists of Germany. It demanded release of all political prisoners in Canada and immediate withdrawal of the Allied troops from Russia or a general strike. It declared that the majority of alien enemies were true to the cause of labour, and therefore were worthy of the protection of organized labour. It insisted that only such alien enemies as desired to leave the country should be deported, and that these should have free transportation. The western unions, with the exception of the typographical bodies, voted overwhelmingly in favour of the one-union movement. It is said that in Winnipeg the vote was 95 per cent. in favour of the programme of the Calgary Convention.

ALIENS IN THE WEST.

When the war came there were 250,000 Germans and Austrians in the Western Provinces. There are many thousands of Swedes, Russians, and other European nationalities. It is estimated by the Rev. C. E. Manning, of the Methodist Church, that out of 138,787 persons of voting age in Saskatchewan, 60 per cent. are foreign born and illiterate. In the Prairie Provinces there are 102,435 persons of foreign birth over 10 years of age who cannot speak the English language. In the Winnipeg district there were 27,000 registered alien enemies. There is no doubt that many aliens belong to the labour unions, although reliable figures are not available. Only 8,000 Unionists voted in favour of the strike in Winnipeg, although 30,000 workers have been involved.

The leaders of the strike are extreme pacifists and Socialists. As it is in Winnipeg, so it is in Toronto. Of the Committee of Fifteen who called the general strike in Toronto, 12 belonged to the Red Wing of Labour. According to a story published by the New York World, the "Red Five" of Canada are E. J. Johns, of Winnipeg; W. A. Pritchard, of Vancouver; Joseph Knight, of Edmonton; V. R. Midgley, of Vancouver; and Joseph Maylor, of Cumberland. Johns was one of the leaders in the agitation in Winnipeg against conscription, and during the war Knight was active in the Lethbridge district of Alberta. Ivens, Dixon, and other strike leaders in Winnipeg were vigorous opponents of conscription. All those who best understand the Western situation agree that the chief fomenters of trouble are English-speaking Socialists who often find the foreign elements docile material for destruction, however, are shown enough to keep these foreign confederates in the back ground.

There was hope that returning soldiers would be able to win the strike, but the strike leaders

THE ADVERTISING AGENT.

HIS PROSPECTS IN CHINA.

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At a meeting of the Advertising Club of China held recently, Mr. Carl Crow read an interesting paper on "The Advertising Agency in China and America." The speaker in the course of an absorbing review of the growth of the advertisement agency remarked that the American advertising agency was an example of a business which at one time was not regarded as an entirely respectable business, but had in a short time become a highly reputable profession. From a calling in which there were many questionable practices and a careless disregard for common honesty, it had become a profession with a code of ethics as rigorous as that of any other profession. The first advertising agent in America set up business in Philadelphia in 1840, making connections with a number of papers soliciting advertising and receiving a commission from the newspapers by way of compensation.

LIVER PILLS AND PUBLICITY.

A quarter of a century later, the business underwent a distinct change, due to the work of Mr. G. F. Rowell, who bought up a column, each from more than 100 newspapers and, dividing it into smaller spaces, sold them to advertisers at his own terms. Advertisements then rather took the form of business cards, "copy" was rarely changed and there were instances of such advertisements appearing without change for 20 years. Sometimes Mr. Rowell failed to sell all the space he had bought and this he eventually utilised for the purpose of advertising a proprietary medicine of his own which by these means became one of the most widely sold liver pills in America. It was from that beginning that the value of advertisements became eventually to be appreciated and finally the advertising agent became an expert adviser to the man who had goods to sell.

FROM BROKERS TO EXPERTS.

Mr. Carl Crow then sketched the infinite pains that are taken by thorough advertising agents to discover the best means of bringing various wares before the public, assisting in every branch of the selling campaign, writing and changing "copy," providing illustrations and selecting the media in which the "copy" was to be placed. He now kept a close watch upon the campaign, watched the sales results as carefully as the sales manager himself and adjusted his advertising as the success or failure of the campaign in various districts necessitated. The result was that now the advertising agent did not primarily have merely advertising space to sell, but his own valuable services, not only along the lines of publicity but in supplying to clients valuable information which they have made it their business to acquire.

THE WAY TO SUCCESS.

Turning to China, the speaker said that here the business of buying and selling advertising, as well as the profession of writing and directing advertising campaigns, was in an early stage of development and a large part of the advertising business placed in China was through men who were correctly termed "advertising brokers." On the one hand they sought to keep down the rates the newspapers charged, and on the other they charged the advertiser as much as he would pay, thus helping to keep the whole rate system in a chaotic condition, giving the newspapers less than they deserved and charging the advertiser more than the space was worth. Only a small beginning had been made by agencies who tried to sell their services rather than deal in rates. The advertising agency in China which started to perform a service for its clients, which made the interest of its clients its own, which studied markets and marketing systems, preferences and aversions as to brands and chops, the likes and dislikes of the people of the various provinces would soon be in a position to give the merchant or manufacturer a service which he could not get from compradores and shroffs, and would play an important part in the commercial development of China.

tended. The whole country, however, has been sobered by the eruption in the West and the people are sternly insisting that the citizens of Winnipeg, who have fought the battle of freedom for all Canada with signal courage and resource shall have the firm support of the Federal Government and that at such time the leaders in the movement shall constitute a government which shall be able to maintain order and

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purpose of making advances

on the basis of warehouse

receipts, and for the purpose

of making advances on the

basis of government securities

and other securities, and for

the purpose of making advances

on the basis of other securities

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All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshien, Canton, who are our agents there.

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Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, SATURDAY, AUGUST 23, 1919.

KOWLOON'S ISOLATION.

For the first time for the year, communication between Kowloon and Hongkong was yesterday interrupted owing to the near approach of a typhoon. In such circumstances, business interests suffer very considerably, besides which a great deal of inconvenience is experienced in other directions. The situation in this respect is far more serious than it used to be under similar circumstances say ten or fifteen years ago. Kowloon has tremendously expanded as a residential locality in recent times and the tendency in this direction still continues. Therefore when the big community across the harbour is isolated, as it was yesterday, the business life of the Colony is greatly dislocated. Many business houses find themselves minus the services of essential members of their staffs, with the result that shipping and commerce are interfered with, whilst the large community on the peninsula is deprived for the time being of its bread and meat supplies. Luckily, typhoons do not visit us every week, nor do they stay long when they give us a look-up. All the same, with the steady growth of the population in Kowloon, the interruptions become increasingly serious when they do occur. The time will come, if it has not already arrived, when this matter will have to be considered from the point of view of providing some better means of communication between the island and the mainland than a service of small ferry-boats which have to be taken off the run when anything in the nature of a gale is experienced. We should imagine that bigger boats could cross the harbour in weather such as that which prevailed yesterday morning, though, of course, it might not be a paying proposition to inaugurate a fleet of larger craft. On the other hand, if even one big, seaworthy boat were available for use in emergencies of this kind, it would be possible to ship across the harbour in one load practically all the business people who reside in Kowloon, though there might be difficulties in landing. Far better than this, of course would be the provision of a bridge, a causeway or a tunnel connecting the island and the mainland. In the worst of weather it might not be possible to make use of either of the first two with safety, but a tunnel would meet the case in every way. The cost of such would, however, be very high, though, in view of ventures of a like character elsewhere, it might be a step in the right direction if a rough estimate of the expenditure requisite for such a project could be drawn up. At any rate, the importance of constant and reliable means of communication between Hongkong and Kowloon, not subject to interruption, cannot be over-estimated, and in view of the certain development of the peninsula in the future, it would be folly not to look ahead. There is one other small point in connection with the suspension of the ferry service which is worthy of attention. At present, a blue flag is flown at the ferry pier to indicate that the boats have stopped running. But inasmuch as the flag is situated as to be invisible from most residences on the peninsula, this method does not meet the case. It means, for those who have no telephones, frequent visits to the ferry wharf or, in the alternative, a lengthy wait there until the service is resumed. We would suggest, therefore, that the blue flag be in future flown from a prominent position on the peninsula, so that some other method of indicating the suspension of the ferry service may be adopted when the boats are not running.

NOTES & COMMENTS.

THE LEAGUE OF NATIONS.

We were glad to see that Mr. Lloyd George, in the course of his much-criticised speech, made an eloquent plea for the League of Nations and bespoke Britain's willingness to place her trust in this new understanding for the preservation of world harmony. It is true, as he says, that the greatest economy can be effected if the great nations which have promoted the League show their readiness to stand by its principles. But, more important even than the saving of wasteful expenditure, the League has in it the possibilities of making big wars impossible, thus guaranteeing peace and concord to humanity. The Premier said that the increasing of armaments would make the League a sham. And so it would. It would be sheer hypocrisy for nations to subscribe to the principles of the League and then go in for a policy of naval or military expansion. On the other hand, it would be just as absurd for one nation to follow a disarmament policy whilst others were rushing ahead with naval construction. The League, if it stands, can only stand on a basis of trust between all its members, so that what is needed if it is to fulfil its proper functions and be of benefit to the world, is that the Peace signatories should without delay come to agreement on a well-defined system of reduction in armaments. Until that is done, suspicions are bound to exist. And suspicions, even when unfounded, have more the once engendered war.

THE SHANGHAI CONFERENCE.

We observe that arrangements are now practically complete for the holding of another internal peace conference at Shanghai, at which delegates from the North and South will make one more effort to find some basis of accord. The delay which has taken place on this matter should make both the Northerners and Southerners thoroughly ashamed of themselves. The questions at issue merely concern domestic policy, yet China is on a fair way to taking more time to settle the various points involved than the Allies have taken to re-make the map of Europe and adjust the many claims of the Powers which have taken part in the great war. If one were to judge by evidence, agreement has not been reached even on one point. It is reported, however, that influences have been at work behind the scenes and that a scheme of settlement has at length been devised which will only need formal ratification when the Conference meets. We only hope that this is the case, for everybody is tired of the interminable squabbling which has been taking place. It is only by compromise by both sides that a way out of the impasse can be found. And unless the new negotiations are entered into in that frame of mind, we need hope for nothing from them.

NOT BRITISH.

We are getting rather impatient about all the talk that is going on regarding the necessity of shielding and protecting unstable British industries from the harmful influences of foreign competition. Time was when Britishers would scorn the idea that they could not compete with other nations. Subsidies and protective tariffs are not what have been used to; in any case, they are methods which are open to a deal of abuse. If there are certain industries at home which are unstable, we should not like to say that the reason is wholly to be found in the competition waged by foreign concerns. There may very well be other causes at the root of the matter, such as bad management, lack of modern methods, and a failure to adopt time and labour-saving devices. We have a sufficient faith, however, in British workman-ship to believe that, given the same, or equally good, methods of production, British manufactures will hold their own anywhere. The pampering and artificial feeding of industries is as bad as similar treatment is in domestic life for babies.

C.P.O.S. LINER'S CARGO.

The C.P.O.S. liner Empress of Russia, which left Shanghai for Vancouver, via ports, carried a record cargo of silk. The cargo consisted of 3,612 bales, valued at 2,000,000 lbs. The previous record was made by the same company's liner Empress of Japan in December 1915, when 2,576 bales were shipped to the United States.

DAY BY DAY.

A SWELLED HEAD NEVER SWELLED A BANK ACCOUNT.

The Hongkong Harbour Department is inviting tenders for the supply of two "C" class bouys.

Yesterday's health return shows one fatal case of cerebro-spinal fever, the victim being a Chinese.

His Excellency the Officer Administering the Government has appointed Major Daniel Litton Harding, R.A.M.C., temporarily to act as Assistant Bacteriologist, with effect from the 13th August, 1919.

Travellers are reminded that the regulations concerning the admission of foreigners to Canton and other ports in China are still in force. All foreigners travelling to these ports are required to have passports.

It is ordered that the licence fee for public jinnickshas which ply for hire, with the sanction of the Captain Superintendent of Police, in the Hill District, shall as from the first day of September, 1919, be \$24 per annum.

His Excellency the Officer Administering the Government has appointed Captain Hugh Glencairn Monteith, R.A.M.C., to act as Medical Officer of Health, during the absence from duty of Mrs. Alice Deborah Hickling, M.B.E.

It is notified that at the expiration of three months the Siemens China Electrical Engineering Company, (Hongkong), Limited, will, unless cause is shown to the contrary, be struck off the Register and the Company will be dissolved.

"The Little Sisters of the Poor," says the *Religio e Patria*, "are expected here at the end of this month. We went the other day to visit the building which is being prepared for them. It is very beautiful and adapted for the purpose to which it is destined."

The *Gazette* contains a description and terms of the proposed leases of certain Crown lands at North Point, comprising portions of the foreshore and sea bed. One area contains about 107,833 square feet and is to be leased for a term of 99 years commencing from 24th February, 1896, and the other 17,200 square feet for a term of 75 years, renewable on usual terms, commencing from 31st August, 1903.

It is notified that, on the application of Mr. S. G. Goard of 8, Stanley Terrace, Quarry Bay, in the Colony of Hongkong, a diver, in the employ of Taikoo Dockyard and Engineering Company of Hongkong, Limited, His Excellency the Officer Administering the Government in Council has directed that Mr. Goard may use and publish in the Colony for a period of 12 months from the 14th day of August, 1919, an invention for ships moorings without prejudice to the Letters Patent to be granted for the said invention.

"The *Religio e Patria* says:—The petition to the Pope asking His Holiness' assent to the Jesuit teachers coming to Hongkong has not yet been sent to Rome. It is dated 19th March—over five months. We cannot understand the reason of such unjustified delay. It is stated that about 1,000 signatures have been obtained, but there are a few pages not completely filled up. Cannot each Member of the Committee take charge of one of these pages and expedite the matter, which is of such great interest to our community?"

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 1 p.m. today.

Typhoon E. of Northern Luzon, more than 200 miles distant, moving towards Hongkong.

1894.

HONGKONG TWENTY-FIVE YEARS AGO.

(Compiled from the "Hongkong Telegraph" files for week ending August 25th, 1894.)

THE DOLLAR.

August 20.—The rate of the Dollar, on demand, to-day is 2s. 1d. 5/8.

PINNACLES FOR WATER POLICE. August 20.—We hear that the Kowloon Water Police are to be supplied with three steam pinnares which are far superior to the boats now in use. They are under construction at the Kowloon Docks and will be finished within three months.

THE PLAGUE.

August 20.—Deaths from the outbreak of plague from May 9th to date total 2,482.

SERVICES TO BE RECOGNISED. August 22.—We hear that the committee of the Tung Wah Hospital have at present under consideration a plan of ways and means of suitably recognising the services rendered to the Chinese community by the members of both branches of the Services and Sanitary Officers, police and civilians who formed the "Searching Brigade" when the plague was raging here a couple of months ago.

END OF THE PLAGUE.

August 23.—The plague scare is now fairly at an end and, it is to be hoped, for all time. The streets of Chinatown are just as crowded, now-a-days with "electrics" of high and low estate and of all ages and both sexes as ever, while in the European part of the City many of our leading citizens, who virtually constitute the backbone of the Colony's commerce and who fled these shores when the loathsome bubonic disease was claiming scores of victims daily, are now constantly met with, flitting about from Hong Kong to Hong Kong, apparently to make up for lost time. Almost, without exception, the whole of the Chinese hongs and shops, which were closed two months ago owing to the plague, have been whitewashed and repainted and re-opened with a rush of business the like of which, despite the war in the North, has been unknown for several years.

A PRESENTATION.

August 24.—At the Central Police Station, this afternoon, the whole Force was paraded before Mr. F.H. May, Capt. Supt. of Police, on the occasion of the presentation of "long and meritorious service" medals of the first class to Inspectors Mackie and Hanson, and similar decorations of the fourth class respectively to Sergeant T. Moffat and Constable Samuel Pepper. The recipients of the coveted honours were decorated by Mr. May, who expressed the hope that this would not be the last occasion on which it would be his pleasant duty to present members of the Force with medals for meritorious services. Amongst those present to witness the ceremony were Deputy Superintendent Horspool, Chief Inspector Mathieson and last, and by no means least, Mr. Granville Sharpe—with his historical family gamp.

HONGKONG COINS.

EXPORT PROHIBITED.

The following Order has been made by the Officer Administering the Government in Council under section 4 of the Importation and Exportation Ordinance, 1915:—No person shall, without the permission of the Superintendent of Imports and Exports, export or attempt to export from the Colony and Hongkong silver subsidiary coins, unless he is a bona fide traveller leaving the Colony, in which case he shall be entitled to take with him out of the Colony Hongkong silver subsidiary coins of the total face value of not more than five dollars.

A MILLION UNEMPLOYED IN GERMANY.

We learn from the *Jiji* that the repatriation of prisoners of war and disbandment of troops have resulted in there being about a million of men idle in Germany. They are raising bitter complaints. Under these circumstances, the Socialists and especially such radicals as the Spartacists have started a new propaganda, and it is feared that if they take full advantage of their opportunity, they will impel the Government to some bold move.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

THE "ATREUS" FUND.

Sir,—On behalf of the Naval and Military Officers, ranks and ratings who are taking passage to England in s.s. "Atreus" we beg to tender our grateful thanks to the donors of the gifts which have been received on board for use during the voyage.

They will greatly help to break the monotony of the passage and are much appreciated.

Yours etc.

J. F. FINLAYSON, Comdr.

(in charge naval draft)

A. J. S. ROCHE KELLY, Major

(in charge military draft)

A LIFEBOAT NEEDED.

Sir,—For a city that exists on the efforts of a floating population, the callousness of Hongkong to these people is unequalled on earth.

Each typhoon that breaks on the port exacts its toll of lives more or less on the unfortunate boat people.

Last night for hours the futile cries of women and children drifting before the storm to their deaths, will remain a nightmare for many years to come. These tragedies occur when there is insufficient warning given of an approaching typhoon. So the poor victims who cannot understand the direction signals and know nothing of Latitude and Longitude wait for the black signal to be hoisted before they take shelter, find the storm on them and have no means of escape. In the present typhoon the signal "a storm expected within twenty-four hours" was hoisted sometime between 5 p.m. and 6 p.m. By the direction signals it should have been displayed at noon at the latest. Had this been done, there would have been a marked diminution in the lives and property lost.

After the disastrous 1906 storm all sorts of schemes were proposed and money poured in—result, the inaccessible refuse at Yau-mat once it starts to blow.

Has it never dawned on the intelligence of the Hongkongites that a couple of modern life boats might be useful in keeping down the death toll? Had one such been available last night at West Point, many poor people would have been saved. It is not too late to try; say only one boat; that is, if the money could be spared from the new motor road funds. As matters stand now, for the protection and means of saving human life this port is a disgrace to the British flag.

Your etc.

COW MENG.

Hongkong, August 22.

HONGKONG TRADE.

CHAMBER OF COMMERCE REPORT.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton Piece Goods and Fancy Cotton Goods.—The continued advance in exchange has restricted operations during the interval. Nevertheless sales of staples and fancy goods have been effected on a fair scale.

Cotton Yarn.—Owing to a heavy decline in the price of cotton, dealers have curtailed their operations to a few hundred bales which were done at declining rates. Higher counts maintained their position, but at the close prices are weak all round.

Quotations are:—No. 10s at \$225/255. No. 12s \$235/265. No. 16s at \$280/310. No. 20s at \$310/340. Arrivals 4,500 bales. Sales 500 bales. Shipments nil. Unsold 3,000 bales. Bargains 2,000 bales.

Raw Cotton.—Indian staples have declined heavily while Chinese qualities are somewhat easier. Nominal quotations for Indian are \$41/55 and Chinese \$46/56 per picul.

Woolens.—Market firm but business very small. Some sales of black worsted ratings are reported.

Metals.—Metals generally business dull. Very little doing. Hour market report.—Stocks.—About 200,000 shares. Quotations:—American Patent \$3.95 per sack. Shanghai Flour 2nd \$3.20 per sack. Australian No. 1 \$3.40 per sack. Australian No. 2 \$3.15 per sack.

TO-DAY'S MISCELLANY.

Now that almost every kind of food is sold by the pound there is solid reason for applying the rule to eggs, says a Home paper. Hens' eggs vary greatly in weight from 2 1/2 oz. to 1 1/2 oz., yet according to custom they all fetch the same price retail by the dozen. This was not a matter of great consequence when eggs were cheap, but it is unlikely that fresh eggs will ever again be less than 3s. a dozen at the most plentiful season, and double that in the autumn and early winter. At present there is no incentive to the farmer to increase the size and weight of his eggs.

What a contrast between the secret and unheralded arrival of the German submarine Deutschland at an American port on July 9, 1916, and the eagerly awaited advent of the giant British airship R34 on July 4, 1919. In other respects the contrast is as marked. Even as a freak accomplishment against the blockade, the Deutschland's journey was a futility, and derived its significance only from the fact of its being intended as a covert threat to America to keep out of the war. R34 typifies the science of life and hope, just as the Deutschland stood for the science of death and deceit.

There is, of course, no parallel in history to the trial of the ex-Kaiser, though for English people the arraignment of Charles I. 270 years ago, comes nearest to it. On that occasion, however, there was no real trial. Charles was adjudged by the remnant of the Commons guilty of treason for having levied war against Parliament and the Kingdom of England. The judges refused to take part in the proceedings. Charles refused to plead, and it was purely by an Act of Parliament that he was condemned to death. Westminster Hall may perhaps again be the scene of the trial of an ex-monarch, but this time every judicial form will be scrupulously observed.

When the Speaker retires probably at the end of the present session, and, in accordance with precedent a peerage is bestowed upon him, there is little doubt what title he will select. Some 63 years ago the House of Lords was thrown into great perturbation by the proposal of the Government to confer a peerage for life on Sir James Parke, one of the judges. It was regarded as an attempt to destroy the ancient and hereditary character of the Upper House. The Government gave way and created Sir James Parke an ordinary peer as Baron Wensleydale. He had no son to succeed him, and so it proved to be after all a life peerage. This judge was Mr. J. W. Lowther's maternal grandfather, and it will be a matter of filial piety to revive the short-lived honour.

The miracle of "directional wireless" is absurdly simple when one knows how it works, says a Home paper. Signals sent from two land stations, a reasonable distance apart, are received on an airship or aeroplane, and the direction whence they come is shown by a very clever bit of mechanism. The positions of the sending stations are known to the aviator, who draws lines on his chart from them at the indicated angles, and where these lines intersect is his position. Similarly, signals from aircraft received at two land stations in communication with each other enable the position of the machine to be laid down at the apex of a triangle of which the line joining the two stations is the base. That is how we knew when raiders were on their way to England long before they could be seen or heard.

Norroy King-of-Arms, who read the Peace Proclamation at the Royal Exchange, was, strictly speaking, in the territory of his colleague, Clarenceux King-of-Arms, who does not appear to have taken part in the ceremony at all. For heraldic purposes England is divided into two districts, one north of the River Trent and the other south. As his name implies, Norroy King-of-Arms has jurisdiction north of the Trent, the region to the south of the river being assigned to Clarenceux King-of-Arms. Lyon King-of-Arms looks after Scotland, with the help of three heralds, and three pursuivants, while Ireland has to depend on Ulster King-of-Arms and the Athlone Pursuivant. Garter King-of-Arms gives a hand to Norroy and Clarenceux, and in addition there are six English heralds and four pursuivants.

PICTORIAL SUPPLEMENT.



H.R.H. the Prince of Wales.
now on a visit to Canada.

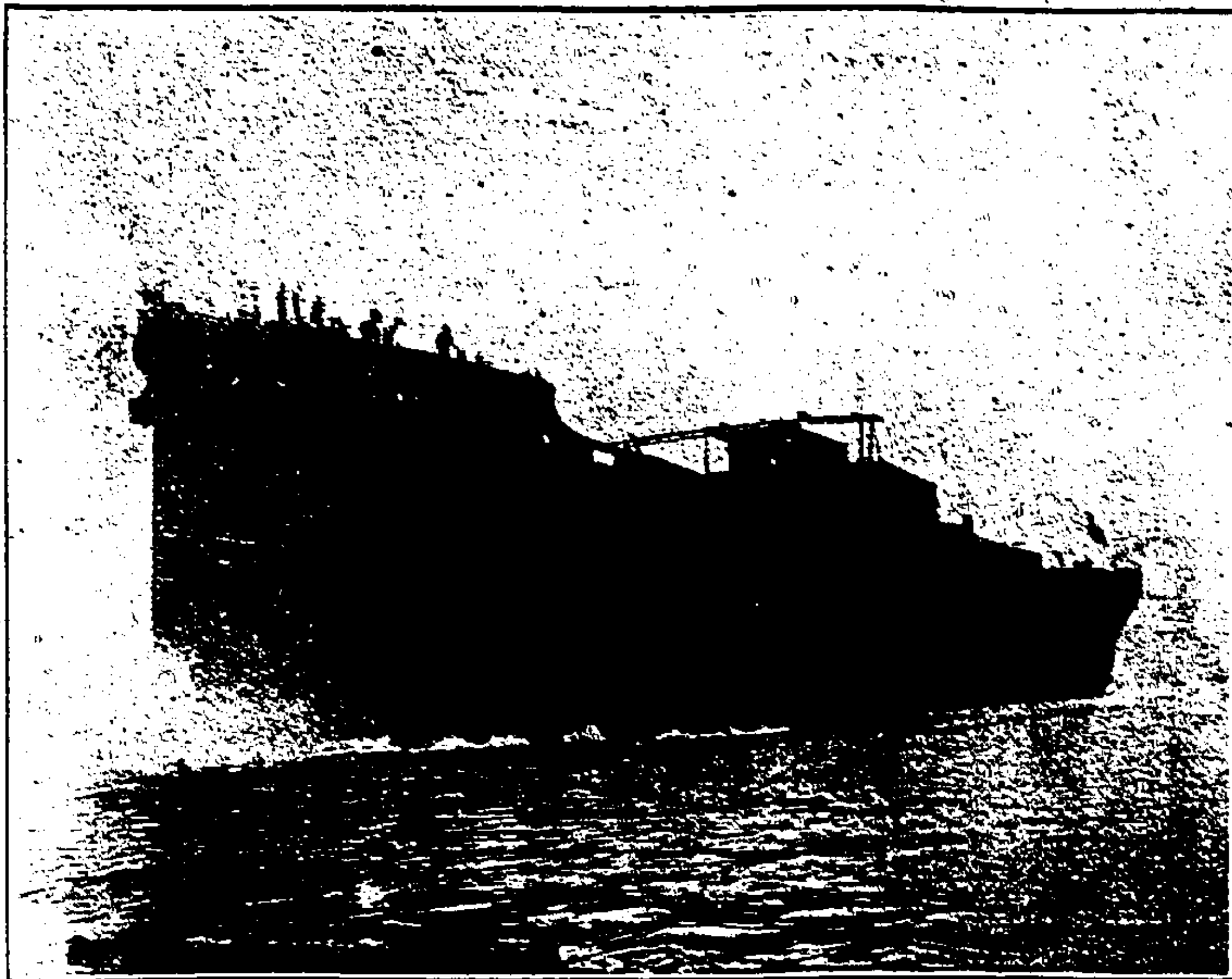
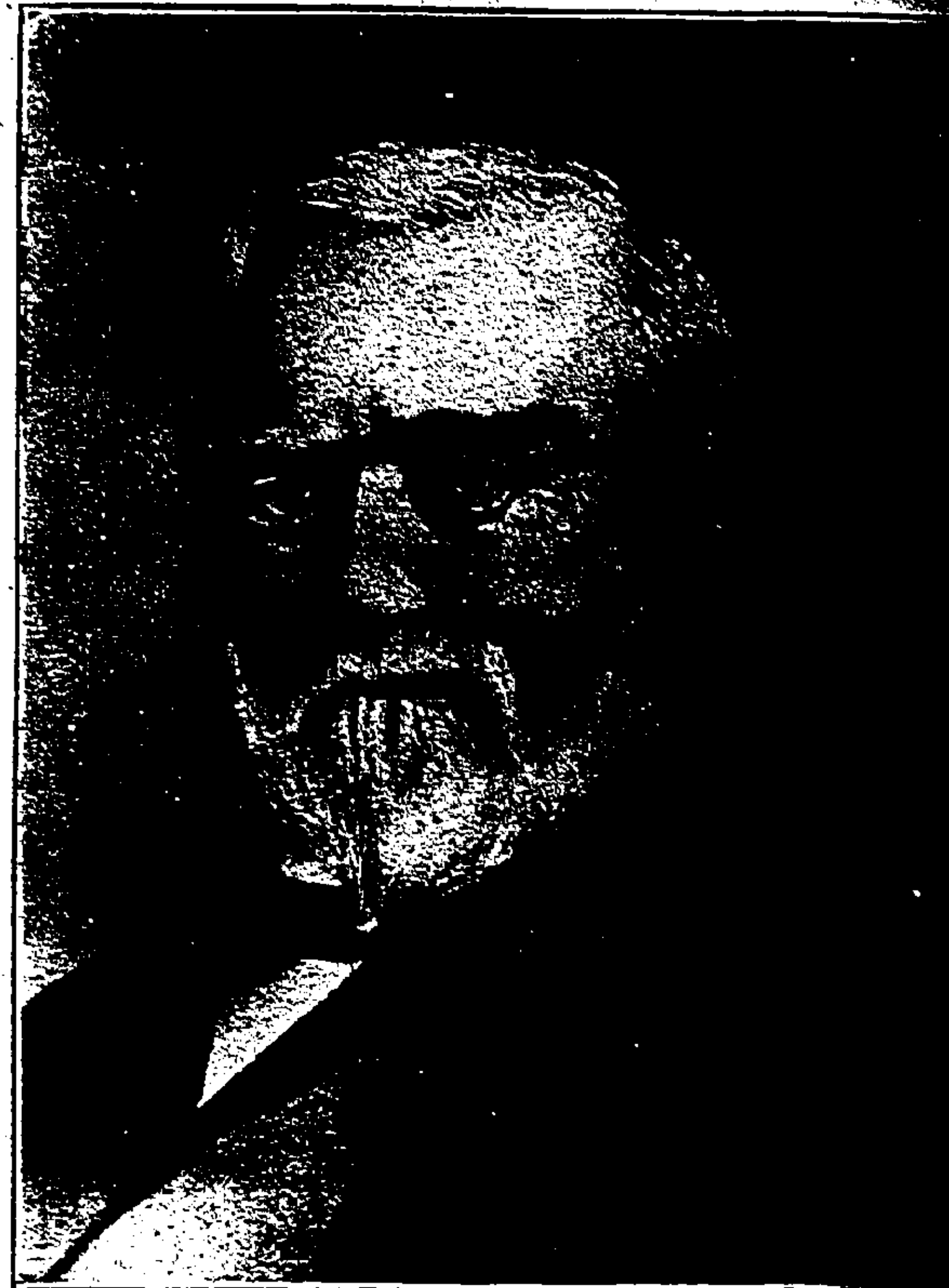


Photo: Mee Cheong.

Launch of the s.s. "War Miner" at Taikoo.



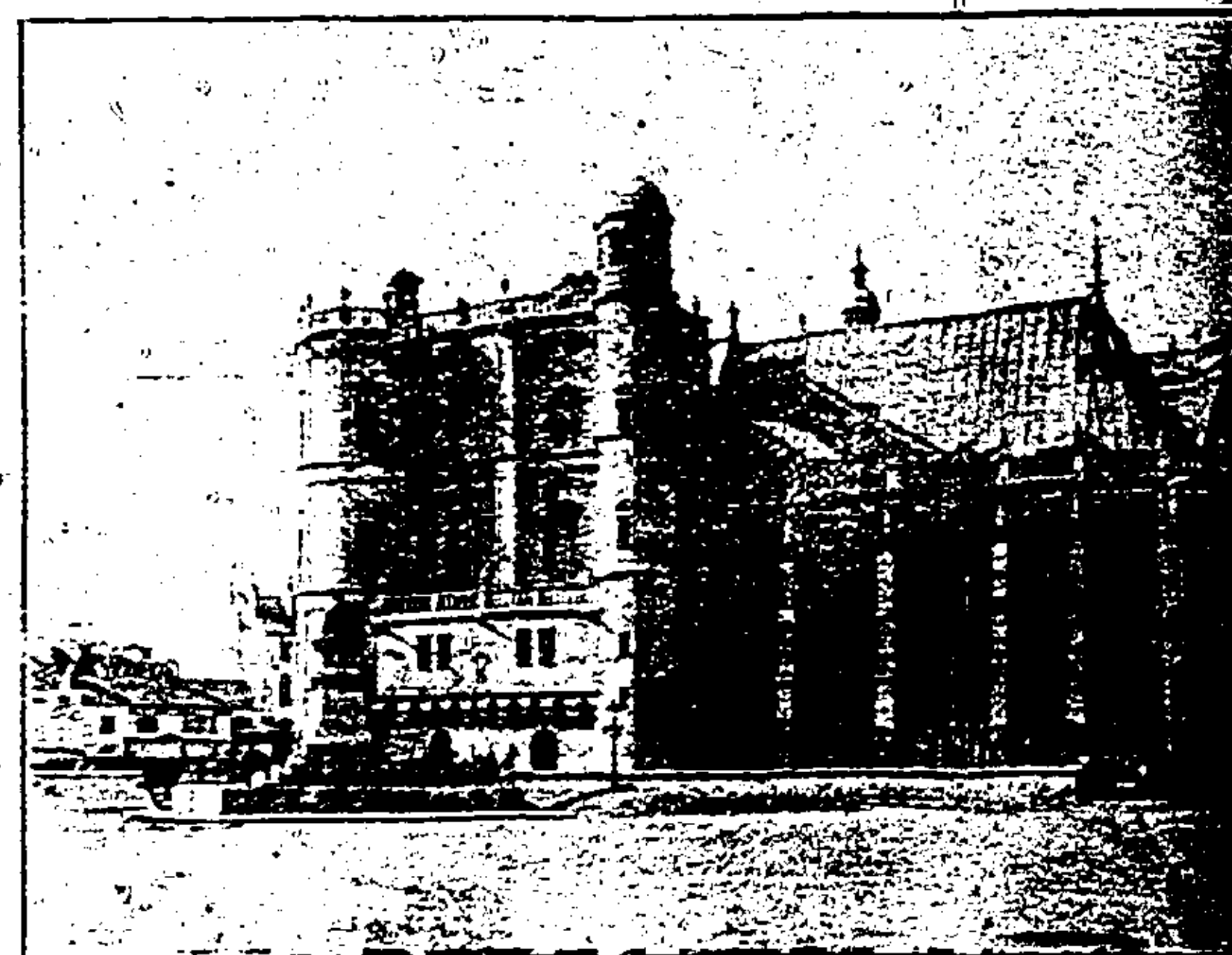
The late Mr. Andrew Carnegie.



The Filipino "Siamese Twins," who, as babies, were exhibited in Hongkong some years ago. They have recently returned to Manila from America, where they have been educated.



A recent photograph of H.M. the Queen and General Sir Julian Byng.



The famous chateau Francois Premier at St. Germain-en-Laye, where the Austrian Peace Treaty will be signed.



This photograph shows President and Mrs. Wilson between the King and Queen of Belgium in the garden of the King's Palace in Brussels.



EXHIBITING THE N.C.4.

Before it goes to its final resting place in the Smithsonian Institute, Washington, the N.C.4, the first aircraft to fly across the Atlantic, will be viewed by thousands in Central Park, New York. Here the men of the Rockaway Naval Station are setting up the historic seaplane for display.



President Wilson is here shown responding to the greetings of the thousands who lined Fifth Avenue, New York, upon his return from Europe. Beside him, Mayor Hylan and at the back of him, Mrs. Wilson may be seen holding an American flag.

Pennsylvania VACUUM CUP 6,000 MILE CORD TYRES

PENNSYLVANIA Vacuum Cup Cord tyres are introduced to tyre buyers and the trade as representative of the high ideals and quality standards governing their production. Though they have been manufactured for more than a year, public announcement was deferred until they had reached that high degree of perfection and had met the many rigid service tests all new Pennsylvania products must respond to before they are put upon the market. Pennsylvania Vacuum Cup Cord Tyres are constructed of the highest quality material, under the most careful, constant inspection.

THEY are built oversize and have a jet black tread of four rows of proportionately massive non-skid Vacuum Cups.

Pennsylvania Vacuum Cup Cord tyres, notwithstanding their liberal **guarantee - 6,000 miles** per warranty tag attached to each casing, are sold at the price of cord tyres carrying only ordinary mileage assurances.

Now that they have definitely proved their merits, we bespeak for them that same confidence that users and the trade have always accorded Pennsylvania quality products. You will know them by the jet black tread.

Makers also of Pennsylvania Auto Tubes "Ton Tested"

PENNSYLVANIA RUBBER COMPANY, Jeannette, Pa.

SPECIAL PRICES

For month of August only, on Sizes available from stock in Hongkong.

		PRICE EACH.	
Clincher		Tyres	Tubes
30" x 3"		30.00	4.00
31" x 4"		47.50	5.50
Straight Side			
32" x 3"		35.00	4.50
33" x 4"		52.50	6.00
Less discount	2 days 5 per cent,	30 days	Net.

GERIN DREVARD & CO.

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NOTICES

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KOWLOON NOTES.

EFFECTS OF THE TYPHOON.

Owing to the suspension of the Ferry service, yesterday morning, Kowloon Notes were unavoidably held over until to-day.

It is an ill wind that blows nobody good. The wind that stopped the Ferry service, and partially disorganised business on the Hongkong side, blew an unexpected holiday to Kowloon residents, albeit genuine regret at not being able to get across was expressed by the majority.

The No. 6 signal was hoisted on Thursday evening and the gale gradually increased in violence throughout the night. The electric current failed at about 8.30 p.m. on Thursday and was not restored for three or four hours.

People went to bed in the dark, or with the aid of a candle and, of course, forgot to depress the switch—consequence at about 3.30 a.m. the fans and lights were going full tilt, the former emulating the typhoon and, of course, "hubby" had to get out of bed to stop the "fluence."

The more conscientious were early at the Ferry Wharf, but on this occasion the early bird did not catch the worm. No ferry boats were running, although an attempt was made at about 9.15; but the boat had to seek shelter to the leeward of the Empress of Japan which was lying alongside the first jetty of the Godown Company's Wharf.

By half past 9 a.m. the Star Ferry Wharf was crowded with Kowloonites who, after satisfying themselves that there was no hope of getting across to their work, passed the time in watching the seas break over the Praya and other effects of the gale.

The diversion of watching the waves soon began to pall, and at about 10 o'clock the "would-be" workers commenced to return to their homes—some of them. But there followed an unprecedented rush on the K. C. R. booking office for tickets to Hung Hom, but strange to say, none of the purchasers boarded the train.

The Star Ferry Company were certainly not lacking in endeavours to accommodate their patrons, for at 10.30 a.m., one of the launches made a further attempt to get across from the Hongkong side with a view to ascertaining whether it would be possible to resume the service, but the result of the experiment was proof that it would not be safe to carry passengers.

The wisdom of this decision was made manifest ten minutes later, when a heavy squall swept down the fairway of the harbour, reducing visibility to a distance of less than ten yards.

A considerable number of Hongkongites continued to hover round the Star Ferry Pier, in addition to the pseudo passengers to Hung Hom, until at ten minutes past eleven o'clock the three bombs were fired and the tickets to Hung Hom were promptly torn up.

At 11.15 a.m. the four Star Ferry boats left for Yaumati typhoon shelter and the gale increased in violence. The Empress of Japan got up steam and proceeded to Kowloon Bay and later on in the afternoon the tug "Taikoo" towed two vessels lying alongside the Hongkong and Whampoa Dock Company's Wharf to the shelter of the Bay.

Considerable damage was done on the Kowloon side by the gale. Bailey's Yard was badly knocked about and a motor launch was smashed to atoms and also a junk was destroyed.

Much other damage was done to various sailing craft and wreckage was to be seen floating down the harbour throughout the afternoon.

At about 3.15 p.m. the Ferry Company hoisted the red flag and the more persistent were able to get across to Hongkong. None, however, who had purchased tickets to Hung Hom travelled by this boat.

A word must be said for Mr. W. S. Brown, of the Star Ferry Company, and the general staff, all of whom were on duty from about 6.30 a.m. until the Ferries ceased running again in the evening. The courteous manner in which Mr. Brown replied to incessant questions by anxious Star Ferry patrons, in addition to carrying out his other duties, which involved grave responsibilities, is thoroughly appreciated by all concerned. No commendation is too high of the work of Mr. Brown and the staff under him.

A visit to the Kowloon Docks disclosed no special damage or ill effect from the gale. Some piling was a trifle knocked about and work seemed to have been more or less suspended. In Kowloon itself the principal damage was to trees, and the roads were strewn with broken branches. The fencing round the waste plot of ground outside the Ferry wharf was partially blown down and other minor damage was done.

Should there be no further rain, the Kowloon Cricket Club will play Taikoo in the Bows League, this afternoon. The results of games played during the week have already appeared in the Telegraph.

Excepting that the afternoon express train to Canton did not run, the railway service was maintained throughout. No reports of damage to the line have been received.

IN PRAISE OF ADDISON.

BICENTENARY ADDRESS AT BILTON HALL.

Sir Herbert Warren, President of Magdalen Addison's College, delivered an address at Bilton Hall, Rugby, on "Addison and His Work" on the occasion of the bicentenary commemoration there. Addison owned Bilton Hall, and lived there between 1912 and 1719.

The speaker did not profess that Addison was great, but he was something better, not a blazing comet of literature, but a fixed star shining with a pure, mild, constant light. His quality was perhaps silver, rather than golden. England was the better for his having lived. He was not in Gray's phrase, "beneath the Good," he was among them, and of them, and therefore, as Gray would say, "above the Great." He was a little artificial, but he was classic, academic, a scholar, and a Christian, like Johnson.

The Spectator displayed all Addison. In it he pulled out all his stops. It was impossible in a few minutes to indicate what a gamut, how many modes and notes he covered. Dorian, Eolian, and Lydian, grave and gay, learned and light, but all blended with Attic taste. Addison was a classical scholar, but without a trace of pedantry. He had the French lightness and taste, but English seriousness. He was academic yet popular, imaginative yet practical.

HONGKONG FINANCE.

The Hongkong Treasury publishes the following financial statement for the month of April, 1919:

Balance of Assets and Liabilities on 31st March, 1919...	\$ 7,094,427.18
Revenue from 1st to 30th April, 1919...	1,504,016.24
Expenditure from 1st to 30th April, 1919...	8,598,443.42
Balance...	\$ 7,423,417.84

HEAVY COST OF WIRELESS.

A Post Office witness giving evidence on the Marconi Company's claim against the Crown for £7,000,000 for breach of contract, expressed amazement when Sir E. Carson suggested £20,000 as the estimated cost of working the English receiving stations in the "Empire Chain." "Is it not a clerical error for £8,000?" he asked. Sir E. Carson replied that it was not, which led witness to remark: "I always thought wireless could compete with cables, but I am absolutely convinced on figures such as these that it cannot." Witness expressed the opinion that the wireless stations might possibly pay in 20 years' time, adding that the Pacific cable, though laid in 1902, did not pay until the late war.

TO AVOID DYSENTERY.

and diarrhoea during the hot season the system must be kept clean and the functions active, for which purpose there is nothing equal to



Pinkettes dispel constipation and prevent its return, cure biliousness, sick headaches, torpid liver, ill-smelling breath, clear the skin of pimples and blotches. Of chemists, or 60 cents the vial, post free, from the Dr. Williams' Medicine Co., 96 Seehuen Road, Shanghai.

NOTICES

DAIRY FARM NEWS.

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65 cents per lb.

THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.

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NEW SHIPMENT OF UNDERWOOD AND REMINGTON

TYPEWRITERS

EVERY MACHINE IN PERFECT RUNNING ORDER

\$100.00 each

We have also received a Shipment of Paragon Two-colour Ribbons

\$1.25 each.

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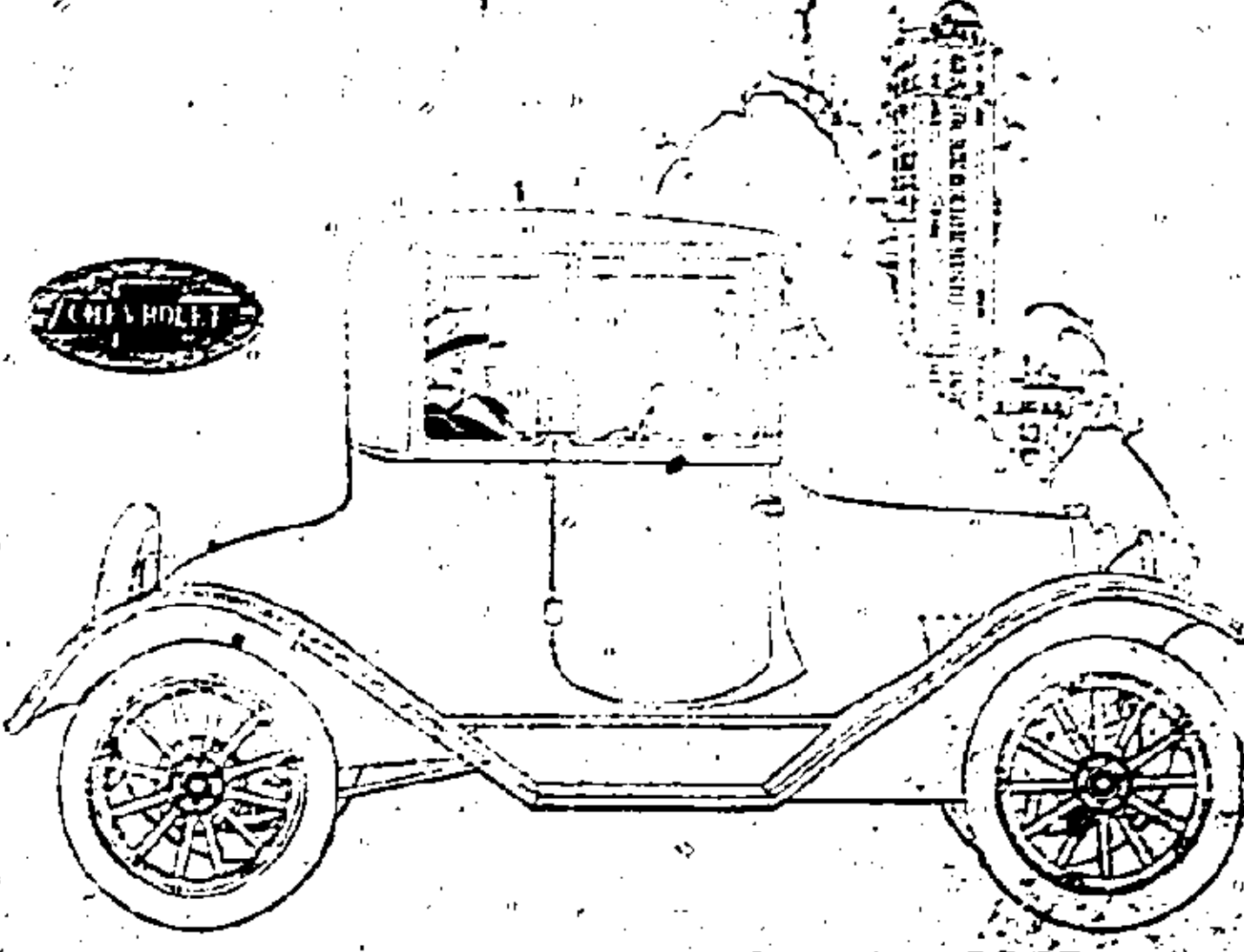
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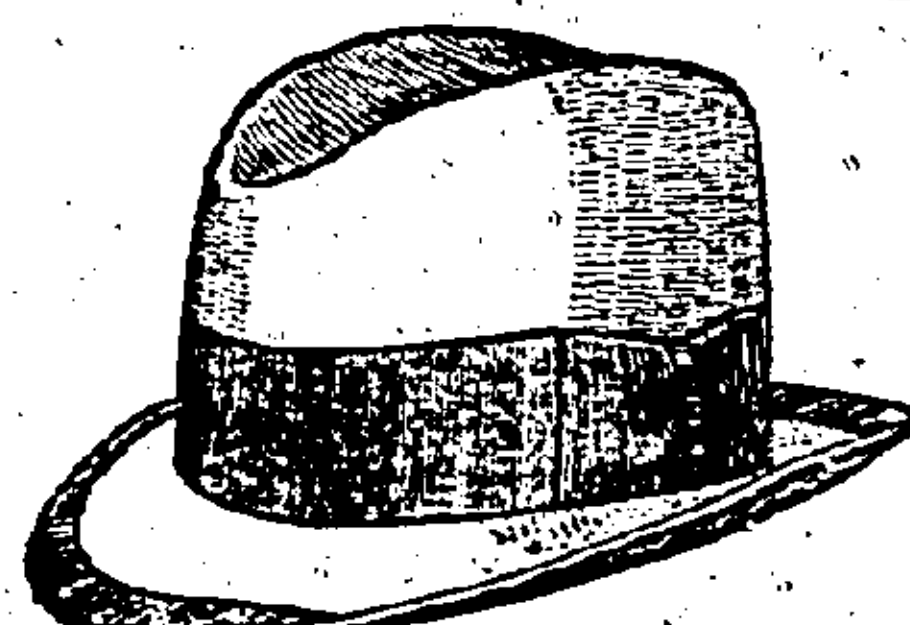
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TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN
GULF, AUSTRALASIA, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA,
RED SEA, EGYPT, EUROPE, ETC.
SAILINGS FOR
LONDON via SINGAPORE, COLOMBO,
PORT SAID & MARSEILLES

S.S.	leave Hong- kong about	Due Marseilles about	Due London about
NAGAYA	8th Sept.	13th Oct.	22nd October.
FOR SINGAPORE, COLOMBO & BOMBAY.			
DUNERA	7th Sept.	due Bombay about 25th Sept.	
FOR SINGAPORE, PENANG, RANGOON & CALCUTTA.			
ARRATON APCAR	2nd Sept. due Calcutta.	25th Sept.	
FOR SHANGHAI, MOJI, KOBE & YOKOHAMA.			
DUNERA	1, 25th Aug.	Shanghai only.	

WIRELESS ON ALL STEAMERS.
For Passage Rates, Freight, etc., apply to
MACKINNON, MACKENZIE & CO.
Agents.
22, Des Vaux Road Central,
HONGKONG.




SAILINGS

HONGKONG to VANCOUVER
(via Shanghai, Nagasaki, (Moji) Kobe & Yokohama)

STEAMER.	FROM	DUE
Empress of Russia	Sept. 4	Sept. 22
Empress of Asia	Oct. 2	Oct. 20
Empress of Japan	Oct. 15	Nov. 5
Monteagle	Oct. 23	Nov. 17
Empress of Russia	Oct. 30	Nov. 17
Empress of Asia	Nov. 27	Dec. 15
Empress of Japan	Dec. 10	Dec. 31
Empress of Russia	Dec. 25	Jan. 12
Monteagle	Jan. 1	Jan. 25

"Owing to Japanese Quarantine Regulations
"MONTEAGLE" 16th August, EMPRESS OF
JAPAN, 20th Aug., & EMPRESS OF RUSSIA,
4th September will not call at Shanghai."

CANADA'S NEW TRAIN DE LUX "THE TRANS-CANADA LTD."
Vancouver to Montreal 15 hours.
For particulars regarding
passage rates, sailing and freigh-
t, apply to the General Agent,
F. C. SUTHERLAND,
100, QUEEN STREET, W.,
TORONTO, CANADA.
Phone 752.

For freight rates and through
bills of lading, apply to the
General Agent,
J. H. WALLACE,
42, QUEEN STREET, W.,
TORONTO, CANADA.
Phone 42.

**CANADIAN PACIFIC
OCEAN SERVICES**

PACIFIC MAIL S.S. CO. **U. S. MAIL LINE.**

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA" and "COLOMBIA."
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.
THE SUNSHINE BELT.
The most Comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA"	10th September.
S.S. "ECUADOR"	8th October.
S.S. "COLOMBIA"	5th November.

These steamers have the most modern equipment including over-
head electric fans and electric lighting ALL LOWER BERTHS &
Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special
care is given to the cuisine, and the attendance on passengers cannot be surpassed.
Tickets are interchangeable with the Toyo Kisen Kaisha and the Canadian
Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,
Apply to: Company's Office in
Telephone No. 141. ALEXANDRA BUILDING, Chater Road.

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Branches & Agencies throughout the world.
General Banking and Foreign Exchange.
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N. Y. K. **NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Manila, K'ung, S'hai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern,
Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
KASHIMA MARU (Omitting Keelung and Shanghai) Saturday,
23rd Aug. at 11 a.m.
FUSHIMI MARU (Omitting Manila) Friday, 19th Sept. at 11 a.m.
LONDON & ANTWERP via Singapore, Penang, Colombo, Suez,
Port Said & Marseilles.
KAMO MARU Friday, 5th Sept., at Noon.
MELBORNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.
TANGO MARU Wednesday, 24th Sept., at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San
Francisco, Panama & Colon.
SOUTH AMERICAN PORTS via Cape.
BOMBAY & COLOMBO via Singapore.
KOSOKU MARU Wednesday, 3rd Sept.
KAWAHU Middle of Sept.
CALCUTTA & RANGOON via Singapore & Penang.
YETOROFU MARU Saturday, 6th Sept.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU Saturday, 23rd Aug. at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
BOMBAY MARU Sunday, 24th Aug.
SHIDZUKA MARU Thursday, 4th Sept. at 11 a.m.
KAGA MARU Thursday, 18th Sept. at 11 a.m.
EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.).
WAKASA MARU (London & Antwerp) End of Sept.
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For further information apply to—**NIPPON YUSEN KAISHA.**
Telephone Nos. 292 & 293. S. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
FAST AND LUXURIOUS MAIL STEAMERS.
Sailings from Hongkong—Subject to change without notice.
Steamers: From Hongkong.
PERIA MARU direct to Nagasaki, 28th Aug. "Omitting call at Shanghai."
KOREA MARU 10th Sept.
NIPPON MARU direct to Nagasaki, 25th Sept.
TSUNO MARU 2nd Oct.
SIBURI MARU 16th Oct. (from Yokohama).
SHIMO MARU 23th Oct.
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HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
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BALBOA, CALLAO, ARICA AND IQUIQUE.
THENCE BY TRANS ANDERSON ROUTE TO BUENOS AIRES.
Steamers: Leave Hongkong.
ANYO MARU 10th Sept.
KIYO MARU 14th July.
SEITO MARU 4th Nov.
Ships are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the P&O.
Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
T. DAICO, Manager.
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JAVA PACIFIC LINE **OF THE** **JAVA-CHINA-JAPAN LIJN.**

Monthly Service between
NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO
The steamers are all fitted throughout with electric light
and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland
Points to the United States of America and Canada.
For particulars of Freight and Passage apply to the
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General Managers,
York Buildings.
Telephone No. 1574.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.
SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
via SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
Oct. 1st, 1919. Sept. 11th, 1919.
AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.
O. H. RITTER, Freight and Passenger Agent.
Prince of Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE. (ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM AND CONTINENT.
For Steamer Sailing
LONDON & ANTWERP
For particulars of sailings, shippers are requested to approach
the undersigned.
Subject to change without notice.
THE BANK LINE, LTD.
General Agents.
10, Abchurch Lane, London, E.C. 4.
Hongkong, 10, Aug. 1919.

SHIPPING NEWS. **AN UNSINKABLE SHIP.**

The destruction of shipping
during the war has directed at-
tention to the importance of pro-
ducing an unsinkable ship, and a
vessel has been designed on the
North East Coast with a view to
meeting this need. The idea is
both simple and ingenious. The
bridge of this ship is watertight,
and has accommodation for all
persons and valuables on board.
It is attached to the deck
by an attachment which
holds it in "position," and in
case of the ship being holed
through mines, etc., and sinking,
the bridge will remain afloat, and
supports the submerged hull,
which is much lighter under
water than on the top. Those on
the bridge can remain there until
they are taken off or the vessel
towed into safety. If the vessel
is beached, the bridge will sink
with the tide into its normal posi-
tion, but if when the ship is holed
and sinks, the hull becomes a
danger to the bridge through
very rough weather, the hull
can be released and allowed
to sink, while the bridge will
remain afloat. Shipowners and
experts who have seen the designs
consider the idea an excellent
one and quite feasible.

U.S.A. BID FOR SHIPPING SUPREMACY.

There is going to be a very
pretty little fight for Atlantic
trade, says the *Journal of Com-
merce* and it will begin soon,
possibly it has already started! The
United States flag, as loudly
proclaimed, now waves over 33.7
per cent. of all tonnage afloat as
compared with 33.5 owned by
Great Britain. The difference is
small, but the American Eagle is
on top all the same, and he is in-
clined to scream some about it.
According to a report from
New York, in April last more
than 31 per cent. of the
United States exports were
carried in U.S. ships against 20
per cent. in April, 1918, while 33.6
per cent. were shipped in British
ships against 50.9 per cent. in the
corresponding months of the
previous year. Neutral vessels
are taking a much larger part in
carrying U.S. exports. This, of
course, was to have been expected,
as a good many neutral boats
have been released from re-
quisition since the beginning
of the year, and naturally
they have gone into the
most remunerative trade. Ocean
freight rates during the past
fortnight have been, as far as the
Atlantic trade is concerned, lower
than they have been for about
three years. As a matter of fact
some cargo was recently shipped
from New York to the Continent
at 15 cents a ton. This was the
outcome of the action of the U.S.
Shipping Board, which suddenly
placed several steamers on the
berth for European destinations
and brought values down with a
roll, one vessel beginning at 4
dollars, per 100 lbs and finishing up
by taking similar cargo at about
half this rate owing to the
competition from the U.S. ships.
Just at present, there are more
offering to France, for instance,
than have been available, for
several years. The cheaper
freights are just what the Ameri-
can exporters have been waiting
for. American producers can now
undersell most British manu-
facturers, not only to the overseas
markets, but in the British home
markets as well. American billets,
to take one article, are being
offered at 63 cents c.i.f., this
country. The price asked by
British makers is higher than
this. The sinking of the German
fleet means that more U.S. steam-
ers can be released. On July
1st a big reduction takes place in
the personnel, and this will allow
more merchant ships to be
manned. On this side British
owners are carrying grain at low
rates under direction for other
countries, and all vessels are
more or less controlled. On the
other side the movement is
towards complete freedom, and
all the State-owned ships will
soon be in private ownership. If
we go on as we are going on we
shall lose the Atlantic trade, the
same as we have lost the South
American trade. There is only
one remedy, and that is to make
free all British vessels at once.
Let the various European
countries wanting tonnage for
their grain, sugar, timber, etc. get
it in the open market. If British
shipowners are allowed to handle
their own ships in their own way
they can hold their own. At present
they are running a race with
both legs tied, as it were, with
bureaucratic red-tape. The
lineal should be followed by
a free trade deal. The Govern-
ment must have millions of yards

C. N. C. **CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.
For Steamers To Sail.
Weather Permits.
SHANGHAI.....Sunning.....23rd Aug. at 3 p.m.
SHANGHAI.....Tsun.....25th Aug. at 11 a.m.
SWATOW & BANGKOK.....Luchow.....26th Aug. at 11 a.m.
SHANGHAI.....Sailing.....26th Aug. at 3 p.m.
W'WEI, CHEFOO & T'INGIN.....Hutchow.....26th Aug. at 3 p.m.
SHANGHAI & TSINGTAO.....Kwangse.....26th Aug. at 11 a.m.
SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation, amidehips, Electric Light and
Fans in Saloon and State-rooms. Regular schedule service between
Canton, Hongkong and Shanghai (thrice weekly) and Tientsin
weekly, taking Cargo on through Bills of Lading to all Yangtze
and Northern China Ports. Passengers are landed in Shanghai
avoiding the inconvenience of transshipment at Woosung.
BANGKOK LINE.—Weekly service to and from Bangkok via
Swatow.
For Freight or Passage apply to
BUTTERFIELD & SWIRE.
Agents.
Telephone No. 36.
Hongkong Aug. 23, 1919.

JAVA-CHINA-JAPAN LIJN. Regular Fortnightly Service between **CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	For
Tijlkap	Java	in port	23rd Aug.	Japan
Tijkini	Shanghai	23rd Aug.	26th Aug.	Java
Tijmarok	Java	in port	4th Sept.	Java
Tijpanas	Java	3rd Sept.		

"The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia."
For particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Building.
Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.
Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.
FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)
Steamships: Captain Leaving.
Haiphong.....J. W. Evans.....SUN.....24th Aug. at noon.
Quinnhaug.....Medina.....WED.....24th Aug. at 1 p.m.
Malta.....A. H. Stewart.....FRI.....25th Aug. at 1 p.m.
Arrivals and Departures from the Company's Wharf (near
Blake Pier).
For Freight and Passage, apply to
Douglas LaPraik & Co.,
General Managers.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).
For Steamship On
MANILA.....Loongsang.....Sat., 23rd Aug. at 3 p.m.
SHANGHAI via Swatow Kwangsang.....Sun., 24th Aug. at 11 a.m.
KOBE.....Kwangsang.....Tues., 26th Aug. at 5 p.m.
STRAITS & Calcutta.....Kwangsang.....Wed., 27th Aug. at 3 p.m.
SHANGHAI.....Chowsang.....Thurs., 28th Aug. at 11 a.m.
MANILA.....Yuehsang.....Fri., 29th Aug. at 3 p.m.
KOBE.....Hopsang.....Sat., 30th Aug. at 11 a.m.
CALCUTTA LINE.—The Line has now been re-organized and affords regular sailings to Calcutta
via Singapore and Penang.
Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally
calling at Shanghai.
At steamers have excellent passenger accommodation, are fitted with Electric Light and
Fans and carry a duly qualified surgeon.
SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes
calling at Swatow. Steamers on this line have a limited amount of passenger accom-
modation, and through tickets can be obtained for Swatow and Yangtze Ports via Shanghai.
Through Bills of Lading are issued to all Northern and Western Ports.
MANILA LINE.—A weekly service to Manila by vessels with good passenger accom-
modation, sailing from both ports every Friday.
HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong
and other ports.
BORNEO LINE.—One calling per month between Hongkong and Swatow by a steamer, sailing up to
date, once a month for passengers.
Cargo steamers through bills of lading for Kobe, Yokohama, Kobe, and other ports.
TIENSIN LINE.—A regular service to Tientsin via Harbin, Manchuria, and other ports.
calling at Weihaiwei and Chiao.

Under Straits Government Passport Regulations.
All European Passengers, leaving the Colony for Straits Settle-
ment, are required to produce on arrival at destination passports
with their Photographs and description affixed thereto.
For Freight or passage, apply to
JARDINE MATHESON & CO., LTD.
Telephone No. 215. General Managers.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

**REGULAR SAILINGS OF MAIL STEAMERS FROM
HONGKONG TO AUSTRALIAN PORTS.**

Steamers	For	Date of arrival	Date of departure
"EASTERN"	Melbourne via Queens- land Ports	29th Aug.	3rd Sept.

The above steamers have excellent accommodation for First and Second Class
Passengers, having been built expressly for Tropical Voyages, and are complete with
every modern convenience for Ocean Travelling.
A duly qualified Surgeon and Stewardess are carried on each vessel.
For Passage Rates and Further Particulars apply to
GIBB, LIVINGSTON & CO.
AGENTS.

SHIPPING.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"ALTAI MARU" Friday, 28th August.
"ALASKA MARU" Saturday, 29th Sept.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.
"TACOMA MARU" Wednesday, 10th Sept.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.
"BURMA MARU" Sunday, 31st Aug.
SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.
"SHISEN MARU" Monday, 1st Sept.
SYDNEY & MELBOURNE—Monthly service calling at AUSTRALIA, N. Z. and ADELAIDE.
"LUZON MARU" Beginning Oct.
VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi & Yokohama.
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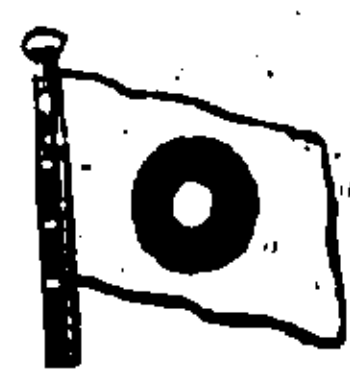
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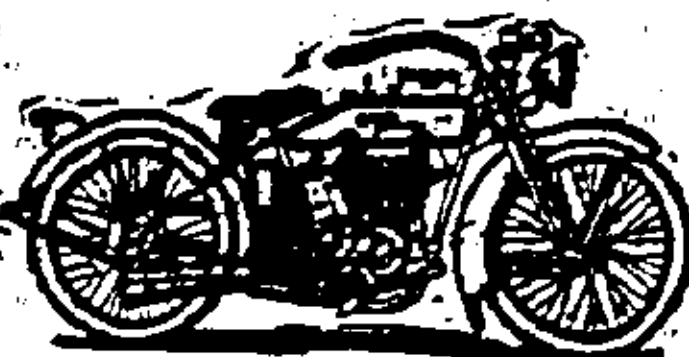
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CONSIGNEES.

THE ADMIRAL LINE.

THE Steamship

"ELDRIDGE."

having arrived from Seattle via ports, on Aug. 17th, 1919. Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Import & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godown, where it will be examined at 10 a.m. on August 25th 1919 by the Company's Surveyors, Messrs. Goddard and Douglas.

All claims must be presented within THIRTY DAYS of the steamer's arrival here, after which they cannot be recognised.

No claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after August 25th, 1919 will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.
5th Floor, Hotel Mansions.
Hongkong, 18th August, 1919.

MOVEMENTS OF STEAMERS.

The Admiral Line s.s. EDMORE (Seattle Line) sailed from Seattle July 16th, and is due at Hongkong about August 25th, via Yokohama and Kobe.

The s.s. HAROLD DOLLAR is due to arrive on the 27th inst. from Vancouver via Karatsu and Shanghai.

The R. M. S. EMPRESS OF ASIA arrived at Yokohama on 16th Aug., at noon, and is due at Vancouver, on 25th Aug.

The N. Y. K. s.s. BOMBAY M. (Calcutta Line) left Singapore for this port on the 17th August and is expected here on the 23rd August.

CONSIGNEES.

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.

s.s. "PERSIA MARU."

Steamer arrived from SAN FRANCISCO, HONOLULU, JAPAN PORTS, Tuesday 21st August.

Consignees of cargo are hereby notified to present their Bills of Lading for countersignature and take immediate delivery from alongside steamer or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk. Storage will be assessed on cargo remaining undelivered after 27th August.

All broken, chafed and damaged packages will be landed into the Company's Godowns, where same will be examined on Friday, August 29th, at 10 A.M.

No Claims will be recognized after the goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No Fire Insurance whatever will be effected.

T. DAIGO,
Manager.

Hongkong, 21st August, 1919.

The N. Y. K. s.s. SHINRYU M. (Bombay Line) left Bombay for this port on the 13th August and is expected here on the 1st Sept.

The Ben Line s.s. BENA VON from Middlesbro and London left Singapore for this port on 18th Aug. and may be expected to arrive here on or about 24th Aug.

The P. & O. s.s. DUNERA left Singapore for this Port on the 19th instant, and is due here on the 25th instant at about daylight.

The T. K. K. s.s. KOREA M. arrived at Yokohama 19th inst. and will sail 22nd instant, being due at this Port September 4th.

The Pacific Mail S.S. Co. is in receipt of cable advice from its Manila Office to the effect that the WEST CONOB sailed from that Port on August 20, and that she will arrive at this Port about the 23rd instant. It is proposed to despatch the above vessel for San Francisco via Keelung and Shanghai, on Monday, the 25th instant.

CONSIGNEES.

PACIFIC MAIL S.S. COYD.

NOTICE TO CONSIGNEES

S. S. "WEST CONOB."
From SAN FRANCISCO,
MANILA & ILOILO.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of Cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., and stored at consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Import & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on Aug. 28th at 10 a.m. and Aug. 29th at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after Aug. 29th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
As operators,
U. S. SHIPPING BOARD.

Hongkong, 22nd August, 1919.

The American and Manchurian Line s.s. CITY OF FLORENCE left New York on 11th July last and may be expected to arrive at Hongkong about the 15th Sept., 1919.

The N. Y. K. s.s. TANGO M. (Australian Line) left Manila for this port on the 20th August and is expected here on the 23rd Aug.

The R. M. S. EMPRESS OF RUSSIA arrived at Kobe on 20th August, left there 21st August, and is due at Hongkong on 29th August.

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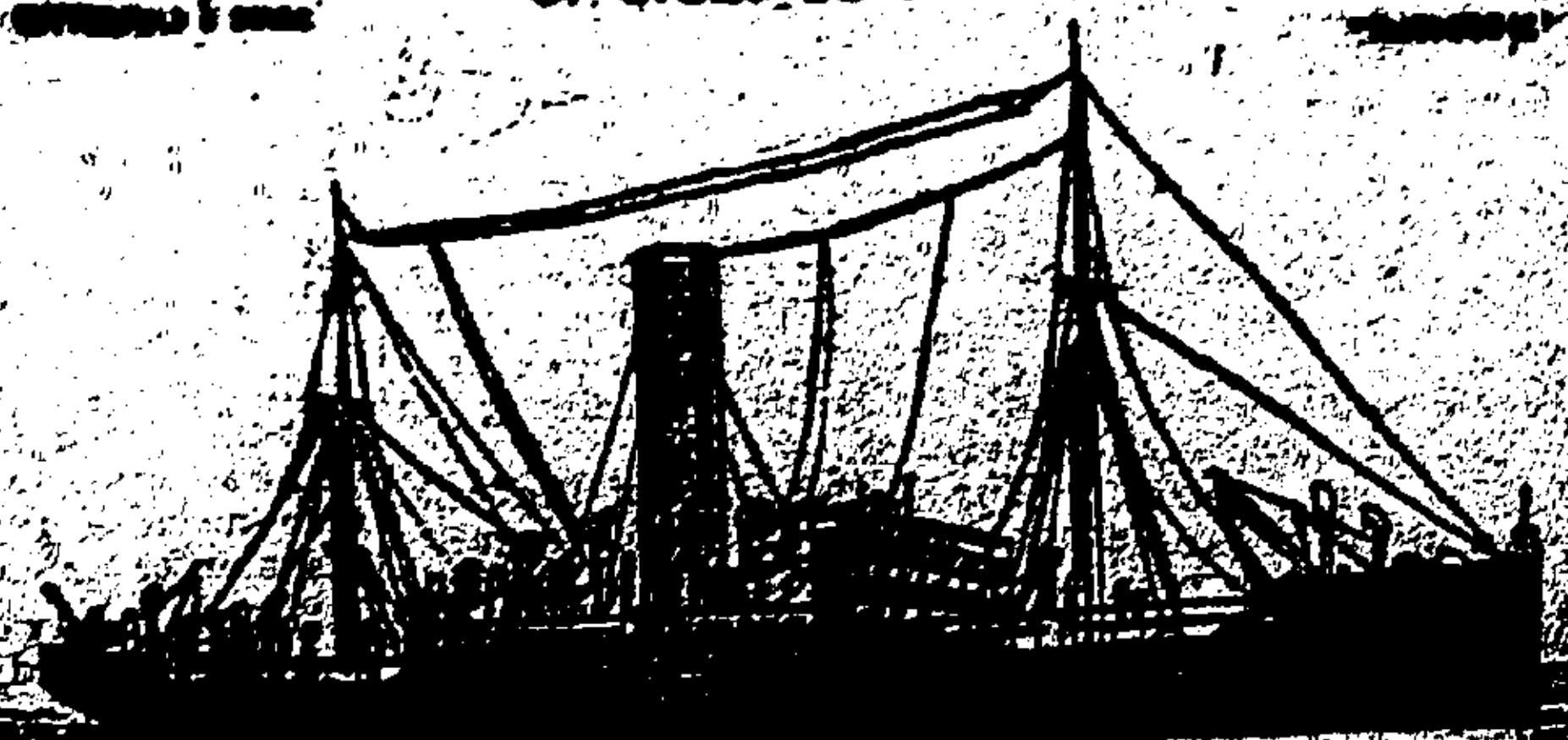
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TRIAL OF THE EX-KAISER

STATEMENT BY DUTCH GOVERNMENT OFFICIAL

Amsterdam, July 3.—The Hague correspondent of the *Telegraph* has had an interview with a highly placed Government official regarding the position of the ex-Kaiser and the ex-Crown Prince in Holland. In the course of the interview he said:—

"There have been repeated reports and telegrams during the last few days about the 'escape' of the ex-Crown Prince. There can be no question of escape, as both the Hohenzollerns are at full liberty to leave our country. The Dutch Government could do nothing against it. On the contrary, we have every reason to assume that they both know quite well that their departure would be in no way disagreeable to the Government. There can only be a question of escape if a sudden and unexpected departure, as it were by surprise, is contemplated without anyone knowing where the fugitives have gone. Such a departure would indeed be unpleasant for the Government and the country, and if the Crown Prince is carefully guarded, it is to be expected that he will not attempt to depart in a regular manner, then our Government will not put the slightest obstacle in his way."

"But there must be one exception made in regard to the ex-Kaiser. The latter can also leave if he so desires. Should, however, a demand come for his extradition, and should he then want to depart suddenly, it is possible he would be prevented. He can, according to the Extradition Law, be arrested at the request of a foreign Government, but in such a case the demand for his extradition must be made within a certain period. Therefore, it can be said the ex-Kaiser, in the matter of his departure, is less free than his son."

"Regarding the question of extradition, it can be said that it will be solely of a judicial character. When the demand for extradition comes it will be examined in the light of the laws and treaties in connection therewith. The first law to be considered is the Extradition Law, Article 2, which says, 'Foreigners shall not be extradited except for the following offences committed outside the Kingdom.' Extradition is accordingly subject to a number of restrictions, formalities, and guarantees."

"Should a demand come which is formally correct and in order, the Government cannot immediately take an independent decision. 'Advice' must be first given by a tribunal in whose legal district the person in question is or in which his arrest took place. The ex-Kaiser is at Amerongen. According to the law, the legal organisation of Amerongen is in the department of the Tribunal of Utrecht, so the Utrecht Tribunal should have to decide upon the extradition of the ex-Kaiser. Before that is decided he will have to be heard by the Tribunal. The hearing may take place *in camera*. The possibility, therefore, exists that the ex-Kaiser will have to appear before the Utrecht Tribunal. If so, he will be allowed to retain counsel. Within fourteen days after the hearing the Tribunal will have to inform the Minister of Justice of its 'advice' and decision, and after the 'advice' of the Tribunal the Government must determine on the course it will take."

The *Telegraph* says it understands that the Government intends to adhere strictly to a judicial standpoint, and make the question of extradition, when it comes up, depend on whether it is legally speaking, possible, and then, the newspaper adds, "it is, to put it mildly, very doubtful whether extradition will be permitted."

OTHER DETAILS.
The Central News is informed that the full details of the proceedings are by no means settled, nor has it been decided in which building the historic trial should take place. Most probably the House of Lords will be selected, and, as far as possible, the proceedings will be public. "It is highly improbable that the ex-Kaiser, once his extradition from Holland has been secured, will be kept a prisoner in the Tower of London, as has been suggested."

"It is considered probable that the ex-Kaiser will demand that some of the most eminent German lawyers shall defend him. In well-informed circles, the opinion prevails that a house will be taken in some secluded country, district near London, where the ex-Kaiser will be detained."

CONTROL OF DRINK

PARLIAMENT OR A COMMISSION?

Parliament will shortly be required to come to a decision concerning the policy which is to be adopted for the future control of the sale and consumption of alcoholic liquors. The question of first importance will be whether Parliament should take back into its own hands the power of determining such matters as the hours of opening of licensed premises, the strength of beer and spirits, the price of drink to the consumer, and the conditions of sales for consumption off the premises, or whether these powers are to be delegated to a Commission answerable to Parliament.

The Government propose that a Commission should be established, and a Bill providing for the setting up of the Commission will be introduced shortly. If this procedure should be approved, the Central Control Board would disappear, and the Commission would assume the duties which since 1915 the Board has exercised. Some members of the Control Board would probably be transferred to the new body, though Lord d'Abernon—a more moderate chairman than people have imagined—would not, we understand, seek to retain his association with drink control, and would not become a member of the Commission. The present intention is that the Commission should be attached to the Home Office, though people interested in reform would prefer that it should be linked with the Ministry of Health.

If the Commission is sanctioned, Parliament may stipulate for such a check on its activities as would be obtained if its orders were required to lie on the table of both Houses for a certain period before they became operative. Any order which went beyond reasonable limit in ensuring that the drink traffic shall be regulated in the interests of health and efficiency could then be challenged. It is probable that, in the first instance, the House of Commons will indicate fairly clearly what should be the lines of future control. Temperance sections will press for the full retention of the present restrictions. The licensed trade will demand the restoration in great part of its former liberties. The nation might, perhaps, be best served by a middle course.

THE PROHIBITIONIST ELEMENT.
It is suggested that a complete return to pre-war conditions would help the prohibitionist element now waiting to descend on this country by throwing on to their side people who dislike prohibition but are anxious that there shall be no reversion to inebriety as it existed even in 1913. With a reasonable licensing policy in force, in which control is not needlessly in conflict with liberty, the prohibitionist school may expect a chill reception here.

It is still possible that regard to hours of opening a compromise will be found in an eight-hour day divided into midday and evening periods. Such an arrangement would probably be opposed by the trade, but not in a really vigorous way, as large numbers of licence-holders have no desire to go back to the long day's work which was their lot before the Central Control Board intervened. Meanwhile, we believe the Government are being advised to endeavour to give permanent effect to the present hours of opening—6 hours a day—with an extension to 11 o'clock in the evening for London only.

under restraint, and with armed guards surrounding the place, pending the trial. In this event he would be brought to London under guard daily.

An Allied Note is to be sent to Holland at no very distant date asking for the delivering up for trial of the fugitive. At the outset, no attempt is to be made to coerce Holland, for the difficult position in which the Government of the Netherlands has been placed is fully recognised. Nevertheless, the Allies are not going to permit Wilhelm II. to escape trial by quietly remaining at Amerongen.

The actual date of the trial cannot be given. If found guilty of the charges to be brought against him, Wilhelm II. will be exiled as in the case of Napoleon, to some remote spot where he can be kept continually under observation by forces selected by the League of Nations. Until the ex-Kaiser is secured by the Allies, every care is being taken to prevent his escape from Amerongen.

CHURCH SERVICES

ST. JOHN'S CATHEDRAL, HONGKONG.—10th Sunday after Trinity, 24th August 1919. Holy Communion (7.50 a.m.) Matins (11 a.m.) Responses: Ferial. Venite: Novello. Psalms: Canticles: Te Deum: Lawes, Cooke, and Hopkins. Benediction: Troutbeck. Hymns: 432, 445 (tune 343) God Save the King. N.B.—Psalms 116, verses 1, 2, 7, 8, 15 & 16 in unison. Hymn 432, verses 4 & 6 in unison. Hymn 445, verses 1 & 3 in unison. Litany (12 noon). Evening-song (6 p.m.) Responses: Ferial. Psalm: Fitzherbert. Nares and Rimbault. Middle Voluntary: "Contemplation"—A. R. Gaul. Magnificat: Crotch (30th morning). Nunc Dimittis: Felton. Hymns: 431, 208, 21 (2nd tune). Voluntary: Jour des Noces—J. Stuart Archer. N.B.—Psalms 119, verses 1, 2, 7, 8, 9, 13, 17, 20 & 24 in unison. Hymn 431, verses 1, 3 and 6 in unison. Hymn 208, verse 3 in unison. Hymn 21, verse 3 in unison.

ST. ANDREW'S CHURCH, KOWLOON.—24th Aug. 1919.—10th Sunday after Trinity. Holy Communion at Mid-Day. Morning Prayer 11 a.m. Opening Voluntary. Responses: Ferial. Venite: Novello. Psalms: of the 24th Morning—CXVI.—As Set. CXVII. Te Deum: St. Jude. Benediction: Langdon. Kyrie: Mendelssohn. Hymns: 397, 311, 344, 373, 47. Evening Prayer 6 p.m. Opening Voluntary. Responses: Ferial. Psalm: of the 24th Evening—CXIX.—(1st Three Sections) As Set. Magnificat: Barby (Xlth Evening). Nunc Dimittis: Felton. Hymns: 363, 149, 389, 20. Vesper Hymn. Concluding Voluntary.

UNION CHURCH KENNEDY ROAD.—Sunday Services Aug. 24th. Morning 11 a.m. Hymns: 369, 554, 147, 221. Evening 6 p.m. Hymns: 143, 197, 140, 133. Subject: (By Request). The Unforgivable Sin. P. Acher. Rev. J. Kirk MacDonald.

ST. PETER'S CHURCH, WEST POINT.—Sunday, August 24th, 1919. 8 a.m. Holy Communion. Service during August. 11 a.m. Morning Prayer. Holy Communion and Sermon.

PEAK CHURCH.—Holy Communion at 8.15 a.m. Evening Service: 6.30 p.m.

THE GOSPEL HALL.—(No. 10 and 12 Pedder Street). Weekly Services.—Sunday. Breaking of Bread, 11 a.m. Gospel Meeting, 8 p.m. Tuesday, Exposition of Scripture, 8 p.m. Thursday, Bible Class, 8 p.m. Friday, Bible Class for Ladies, 5.30 p.m. Saturday, Prayer Meeting, 8 p.m.

ROMAN CATHOLIC CATHEDRAL, GLEN EAGLE.—Low Masses at 6, 7, and 9.30 a.m. High Mass at 8 a.m. 5.30 p.m.—Benediction of the Blessed Sacrament.

WESLEYAN METHODIST CHURCH, WANCHAI.—Sunday Morning Service 10.15 a.m. Sunday Evening Service 6 p.m.

SOLDIERS' AND SAILORS' HOME, ARSENAL STREET.—Sunday Evening. Gospel Services 8 p.m.

ST. JOSEPH'S CHURCH, GARDEN ROAD.—Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

FIRST CHURCH OF CHRIST SCIENTIST.—MacDonnell Road. Sundays, 11.15 a.m. Wednesdays, 5.30 p.m.

EX-KAISER'S TRIAL

PRINCE HENRY'S MESSAGE TO THE KING.

The ex-Kaiser's brother, Prince Henry, has telegraphed as follows to King George:

"In the name of justice, I beg your Majesty to desist from any demand for the extradition of his Majesty the Emperor William."

"I who, after conversations with your Majesty in London on July 26, 1914, returned to Berlin, and who was with our Kaiser until mobilisation began, testify that the Kaiser and his counselors endeavoured by all imaginable means to avert a war as a disaster for humanity."

"I am ready to refute the calumnies regarding the German Kaiser which have been spread about for years in contradiction to all truth, and I place myself at your Majesty's disposal in order to assist your Majesty in bringing to light the truth regarding the cause of the war and its consequences."

GROPING FOR A POLICY

GERMAN PARTY MANOEUVRES

Berlin, June 30.—The signing of the Peace Treaty has produced a complete relaxation of the tension in the political atmosphere. Nationalist circles are accommodating themselves to accomplished facts as well, or as badly, as they may. Naturally the *renouveau* plays a great part in their calculations. They are, however, practical enough to see that they have lost the game and that another one is not to be thought of at any time within the range of human contemplation. The Radical elements among the workers, whom the country has to thank that new international complications have not arisen, are theoretically awaiting the world revolution and as a consequence thereof a far-going revision of the Treaty. In their case also practice and theory differ. Hardly anything of a revolutionary nature is now coming from the leaders, but, on the contrary, a great deal that is reassuring.

When enough food, clothes, and certain luxuries, such as tobacco and coffee, are again accessible at tolerable prices, the future development will doubtless assume the character of peaceful reforms by democratic methods. That does not mean that the party of Ebert, Scheidemann, and Muller will be the victors. That party is retiring more and more into the background and will slip away into absolute insignificance if it does not attach itself to the Left. In that quarter, however, where Herr Haase and his comrades hold rule, the earnest desire prevails to maintain peace both at home and abroad, and only by propaganda and negotiations to turn a given unfavourable situation into a favourable one.

EFFORTS OF THE CENTRE.
I hear from a reliable source that the Centre is trying very assiduously to effect a sort of junction with the Haase group. This is due to a desire to weaken the Majority Socialist members of the Cabinet on the one hand, and on the other to the fact that the Centre following is largely composed of workers.

In the critical Weimar days Herr Erzberger only saved his position by pointing to the economic consequences the defection of the Catholic workers into the Radical camp would entail. There are clear indications that this is what would have happened in the event of non-signing. During the strike movement in the Ruhr district the Catholic workers did not follow their own party, which has the greatest horror of the strike weapon, but took the line of the Independent Socialists.

It would certainly be rather childish if an Erzberger-Haase coalition should be hawked about as the latest oracle in the political salons with which Berlin will very soon swarm, as it does with gambling clubs. Herr Erzberger is sufficiently elastic to attempt to try it on, and shrewd enough to say to himself that he might be able to recommend himself to his workers as specially worthy of confidence by a manoeuvre of this nature, but he is not silly enough to believe that the Independents, even if they were willing, could enter into a coalition with the Centre.

The future of the Independents is either a purely Socialist Government with the Scheidemann group, or definite renunciation of the claim to become a Government Party. The latter is the more likely. The Centre will have to learn to put up with the Majority Socialists, or to enter upon a new coalition, with a tendency towards the Right, while the Independents, with or without the Majority Socialists, will tend to become and to remain an Opposition Party. Their leaders, by their whole temperament and their whole past, are, indeed, better adapted to this than to governing, quite apart from the fact that the party programme on its positive side exhibits great gaps.

It would appear that preparations are being made in the Foreign Office to get into touch with Moscow and Petrograd in some way not politically compromising. A few days ago negotiations of this nature were conducted from the German side—negotiations which, indeed, were limited to purely economic matters.

The editor of the *Neue Weltwirtschaft* reported details worthy of note relating thereto. Thus, it is said, that a German Commission has returned during the last few days from Russia, and that this Commission is said already to have come to certain agreements concerning the de-

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livery of agricultural machinery, trucks, and other railway material as well as chemical products. The Commission included representatives of the Rathenau committee, the Siemens works, and an official of the Foreign Office, together with representatives of other industrial firms. Efforts will, in any case, be made in Government circles to extend these agreements, particularly because the view is entertained that there is danger that the Entente may anticipate Germany.

COURTING RUSSIAN FAVOUR.
The Eastern orientation of German policy appears a settled matter to be brought about, if necessary, by the help of Bolshevism even if not in a Bolshevistic sense. According to the unanimous opinion of all persons competent to judge, the international situation depends more than ever on the development of Russian affairs. A pacification of Bolshevism is hoped for, and as a consequence of it the creation of an overwhelmingly strong block of workers animated by internationalism, who by the weight of their number and their economic importance could decide the future development without terrorization and without gesticulations threatening a world revolution.

At the same time the dissolution of the Entente from inside is counted upon, and in reference to this it is believed that Italy in particular is the point from which decomposition will proceed. Nationalist circles and the *bourgeois* Democrats, who have come nearer to each other than might be supposed, regard the latter as unlikely, but are joining in the turning movement towards the east, because they assume that, in the train of a modified Bolshevism, conditions would arise which would favour the attempt to grasp the reins again.

Finally they count on the Entente as a wall of protection against too far-reaching Socialist experiments. The observer who has no part in all this sees better than those immediately responsible for events, the manifold contradictions of all these speculations. They are, indeed, the fruit of tired brains which find it difficult to adapt themselves to new conditions.—Times.

BENARES STATE ENLARGED.

The Government of India, with the approval of the Secretary of State, has extended the State of Benares by the inclusion in it of Ramnagar, the town on the bank of the Ganges opposite Benares where is situated the palace-fort in which his Highness resides, and seven adjacent villages. The additional area comprises five square miles. The State of Benares was created by the Government of India in 1919, when what are known as the Family Domains were transferred to the Maharajah, and his status was raised from that of a Ruling Prince. The lands on which Ramnagar stands were owned by his Highness, but were not transferred nine years ago, since they were outside the Family Domains. The State now comprises an area of 992 square miles.

ACTUAL RESULTS ON POLICY NO. 118040. JUST MATURED PLAN: 15-YEAR ENDOWMENT. AMOUNT ASSURED: \$6000.00. CASH PROFITS: \$920.05.

TOTAL CASH PAID: \$9920.05. THE SUN LIFE ASSURANCE CO. OF CANADA. F. M. WELLER, Manager. 12, Powell's Buildings, Des Voeux Road, Central Hongkong.

NOTICE. THE HONGKONG ROPE MANUFACTURING CO., LTD.

AN INTERIM DIVIDEND OF ONE DOLLAR (\$1) per share for account 1919 will be payable on Thursday the 28th August, 1919. Shareholders are requested to apply for Dividend Warrants at the Company's Office St. George's Building, Hongkong. The TRANSFER BOOKS of the Company will be closed from Thursday the 21st August, 1919 to Thursday the 28th August, 1919 both days inclusive. SHEWAN, TOMES & CO., General Managers.

NOTICE. HONGKONG HOTEL CO., LTD.

It is hereby notified that an Interim Dividend of \$1 per share has been declared for the half year ending 30th June, 1919. The Dividend will be payable on an after Thursday, the 28th August, 1919, at the Offices of the Company, where Shareholders are requested to apply for Warrants. The Register of Shares of the Company will be closed from 20th to 27th August, 1919 (both days inclusive) during which period no transfer of Shares can be registered. By order of the Board of Directors. J. H. TAGGART, Manager. Hongkong, 14th August, 1919.

PUBLIC AUCTIONS.

THE Undersigned has received instructions to sell by Public Auction on TUESDAY, the 26th August, 1919, commencing at 11 a.m. at his Sales Rooms, Duddell Street

A Quantity of Tennis Balls (new)

comprising:—Ayres, 1919 Championship Riscley 1919 Also 28 dozen Miller & Taylor "M & T" Golf Balls (new) (various marks & weights) Terms: Cash on delivery. Geo. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY, the 26th August 1919, commencing at 11 a.m. at his Sales Rooms, Duddell Street

Five Typewriters (Brand new rebuilt)

comprising:—One Oliver No. 5. One Monarch No. 3—(22 in. carriage) One Remington No. 10 One Remington No. 7 One Royal No. 5. Terms: Cash on delivery. Geo. P. LAMMERT, Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

MONDAY, the 25th August 1919, commencing at 11 a.m. at Holt's Wharf, Kowloon

A Quantity of Scotch Steel Plates.

3 pieces 6' x 20' x 9/16" 4 " 6' x 20' x 1/2" 3 " 6' x 20' x 3/8" 35 " 6' x 20' x 5/16" 10 " 6' x 20' x 9/32" On View from Sunday the 24th inst. Terms: Cash on delivery. Geo. P. LAMMERT, Auctioneer.

NOTICE.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 25th day of August, 1919, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Tokwanan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No.	Area in Acres	Area in Square Feet	Annual Rent	Term of Years
1	1.8	123,456	5.0	75

PARTICULARS OF THE LOT.

Lot No.	Area in Acres	Area in Square Feet	Annual Rent	Term of Years
1	1.8	123,456	5.0	75

NOTICE.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 25th day of August, 1919, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at North Point in the Colony of Hongkong, for a term of 75 years, option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

Lot No.	Area in Acres	Area in Square Feet	Annual Rent	Term of Years
1	1.8	123,456	5.0	75

NOTICE.

IN THE MATTER of the Trading with the Enemy Ordinances, 1914 to 1919.

The Custodian of Enemy Property, Hongkong, has for sale by Private Tender the following number of shares in the undertaking of the Hongkong and Whampoa Dock Company Limited, namely, 290 (Two hundred and ninety) Ordinary shares in respect of the capital of the said Company as existing prior to its increase in 1915, and 57 (Fifty seven) Ordinary shares (being the rights in respect of the said 290 shares) in respect of the capital of the said Company as increased in 1915.

Tenders for the above will be received up to and including the 10th day of September 1919.

Particulars, Forms of Tender and Conditions may be obtained from the Custodian of Enemy Property, Hongkong, at the Treasury, Hongkong, or from Messrs. Deason, Looker, Deason and Hartson, Solicitors, 12 Des Voeux Road, Central, Hongkong.

By Order, C. McI. MESSER, Custodian of Enemy Property, Hongkong. Hongkong, 15th August, 1919.

STOP PRESS TELEGRAMS.

FIGHTING THE BOLSHEVICS.

OPERATIONS REACH AN INTERESTING STAGE.

London, August 21.

Authoritative information shows that the operations against the Bolsheviks are reaching an interesting stage.

The Russian North-Western Army and the Estonians have during the past week thrown back the Bolsheviks across the river, while farther south serious fighting is going on north-west of Pskov and south of Pskov. In both these sectors, however, the Bolsheviks have been counter-attacking for a fortnight and have succeeded in pushing back their opponents twenty miles. In the Pskov area, the Bolsheviks are within nine miles of the Pskov-Riga railway, but certain weaknesses are observable among the Bolshevik troops here. One regiment deserted, complete with transport.

The Polish operations have brought their left wing as far as the lake region south of Minsk and south as far as Volhynia. The completeness of the Polish victory at Minsk is shown by the fact that the Bolsheviks have been driven back fifty miles on a front of 200 miles. The Poles are also attacking on a 120-mile front on the Pripiet River to the south of Rovno.

On the Northern Polish Front, the Bolsheviks have been driven back behind the Gorin River. The Poles now hold the whole of the main trunk line from Vilna by Baranovitchi to Ostro. General Sedlitz's right wing is pushing towards Kieff, from which he is ninety miles distant. Meanwhile, a serious rising on a large scale has broken out west, south and south-east of Kieff. Indeed, it appears that the whole interior of Ukraine is rising in mass to throw off the Bolshevik yoke.

The left wing of General Denikin's Army is advancing with great rapidity. The Bolsheviks are now behind the Bug River, while farther north Elizavetgrad has been entered by General Denikin's armoured train. Heavy fighting is proceeding north of the Dnieper particularly round Lubni, 110 miles south-east of Kieff. Farther north, General Denikin is advancing towards Konotop on the main Kieff-Moscow line, while north of Kharkov he has commenced an offensive towards Kursk.

The main centre of interest is General Denikin's Western Front, where his successes may shortly bring him in touch with Allied troops on the left, which would give the signal for an uprising in the whole of Ukraine, resulting in driving back the Bolsheviks into the unfruitful region of Central Russia. At present less than 15 miles separates the anti-Bolshevik forces on the West Russian and South Russian Fronts.

DEATH OF MAJOR GENERAL BARNARDISTON.

COMMANDED BRITISH TROOPS AT TSINGTAO.

London, August 19.

The death is announced of Major General Nathaniel Barnardiston, C.B., M.V.O., who commanded H.B.M.'s Forces in North China in 1914-15.

[Major General Barnardiston saw service in the South African War and commanded the British troops at the capture of Tsingtao in 1914. He commanded a Division in 1915-16, and in the latter year was Chief of the British Military Mission to Portugal. He had many foreign decorations, which included the 2nd class of the Order of the Rising Sun, which was conferred upon him by the Emperor of Japan for his services in the Tsingtao Expedition].

TROUBLE IN TURKEY.

Constantinople, August 19.

Notwithstanding severe measures by the Government, the internal situation in Anatolia continues disquieting. It is reported that insurgent forces have entered Ouzak, on the Smyrna-Karassissar Railway.

TO-DAY'S POLICE COURT.

Four Chinese women were charged with stealing pieces of wood, belonging to a wrecked junk. The junk was broken to pieces and blown on shore in the typhoon. The four women were seen by the constable taking the wood. Mr. N. L. Smith fined the defendants \$5 each.

A Chinese woman was charged with stealing some clothing from a child who had disappeared. It appears on the 20th of a little maid servant, 14 years of age, had disappeared, and defendant was suspected with being implicated in the disappearance of the child. The clothing which was pawned, was a present of the mistress to the child. When the defendant was searched a number of pawn-tickets were found in her possession. Mr. N. L. Smith fined her \$50, or one month's hard labour.

A Chinese constable was charged with neglect of duty. On Thursday, defendant was told to take a banished to Samchun. He went to the Railway Station, and obtained two tickets. After that he left the deportee by himself on the train, to proceed by himself to Samchun. Defendant said he had a stomach-ache and had gone to Jordan Road to obtain some medicine for it. Mr. N. L. Smith fined him \$100, or three months' hard labour.

A Chinese who was charged on remand with having stabbed three men on the 4th inst., in Yau-mat, was before Mr. Lindsell. His Worship:—There being some suspicion that you are insane, you are discharged. Defendant (to the Interpreter):—What do you mean by the word "suspicion"? Now I am discharged I can assure you that I am going out to die.—He was sent to the Asylum.

Two brothers appeared in the dock before Mr. Lindsell, charged with stealing a sewing machine valued at \$35. It was stolen from the Catholic Women's Union in Garden Road. It appears that the second defendant was found in possession of the machine in Yau-mat, when he was arrested. Later it was found that the first defendant was the one who had stolen the machine.

"ATREUS" FUND.
THE GIFTS MUCH APPRECIATED.

The following letter has been addressed to Major L. Cassel, D.A.A. and Q.M.G., China Command, by Major A. J. S. Roche-Kelly, R.G.A.:

"On behalf of all ranks proceeding Home on s.s. 'Atreus' I should be much obliged if you would convey through the Press our sincere gratitude and appreciation for the really magnificent collection of literature, gramophone records, clothing, cigarettes, and tobacco which will very materially assist in enlivening the voyage Home, and also to the Committee to whose efforts is no doubt attributable such a successful response to their appeal."

The above will show that the men really appreciated what was done for them, and the collecting Committee wish to thank all those who have given so generously, of money and of kind, to help make the journey a pleasant one.

An ample supply of books and magazines was received, a gramophone and a number of records. A quantity of clothing was also given, thin for wear on voyage, as well as thick.

It is not possible to express thanks for all these gifts individually, as many of them came in anonymously; but the Committee would like to understand that they are grateful to each of the kind donors for the prompt response to the appeal.

A sum of \$742 came in for the music and tobacco fund, and with this was purchased a second-hand gramophone and 30 records, and an ample supply of cigarettes and tobacco. The British American Tobacco Co. added to this last a most generous present of 50,000 cigarettes.

had "stolen" it, and he being unemployed, and living at Yau-mat, was visited by his brother, who took away the machine to its owner and was boarding the ferry when the Police met him. Mr. E. E. Lindsell, sentenced the first defendant to six weeks' hard labour and the second defendant was discharged.

THE NEW ERA.

COMMONWEALTH FOR WHICH SOLDIERS FOUGHT.

"Collum" writes in the *Daily Chronicle* as follows:—

Even if, during the heat and dust of the struggle, men forgot all but the grim determination to win, it is an historical fact that the war just ended was fought for an idea. What was it? Surely the hope of a saner, more beautiful, more democratic world when the challenger should be overthrown.

The Germanic dogma of world domination challenged liberty, honour and chivalry, and that Germanic dogma and all who upheld it have been beaten by the united champions of the nobler idea. But victory will not have been achieved until this idea is translated into action. The men and women of action, the vigorous, victorious, idealistic youth of the world, are sick of discussion and delay. It was swift, ordered, unselfish co-operative action that won the war, constantly achieving the impossible, cheerfully producing bricks without straw—inspired by an ideal, spurred on by the knowledge that any failure, meant somebody's death.

The survivors among the men by whose endurance and courageous action England and France, America and the rest continue to exist as democracies to-day, desire that the same selflessness, co-operation, energy and science that won the war shall be harnessed to the charter of peace. Team work, with singleness of aim to guide it.

Ask any returned soldier who thinks, and can express himself, what he fought for, and the answer will amount to this: Freedom and justice, tempered with chivalry.

Freedom is the maximum of liberty for the individual without curtailing the liberty of his neighbour.

Justice—fair play for all, rich man, beggarman, or thief.

Chivalry—the tempering of liberty and fair play with a little extra consideration and kindness towards the weaker brethren. For example: among the nations—Belgium in the social scheme—the sick and unfit in the present economic crisis—the disabled soldier in industry.

TRAINING THE CITIZEN.

These three principles can—and the returned survivors demand that they should—be carried out right through the range of the world's reconstruction, in international relations, in government, in national defence, in industry, production and trading, in education and art, in social relations.

The trouble with all reform is that the sincere reformer is humanly preoccupied with the interests of his own class, industry or country to the exclusion of all others. Leninism in Russia; "direct action" in labour philosophy nearer home; the protectionism of French manufacturers of the interior who are thereby dooming the ruined producers—employers and men alike—of Northern France to an even more complete ruin than the German devastations have left them in, are three current examples out of a hundred that any man can instance.

The cause of it all is that the individual cannot see his neighbour's point of view and therefore ignores it. If social reform is to build up rather than to destroy, the citizen—who is always capable of self-sacrifice for the community, witness the unexampled sacrifices of the war—must be helped to see his neighbour's point of view.

This is only one essential in the returned soldier's programme of reconstruction is education, or, as he himself might prefer to call it, training in citizenship.

For education is not packing the brain by hydraulic pressure full of facts and figures to be memorized. It is the training of the mind to survey, select, weigh, and apply constructively the individual and collective experience of human lives: and of the body to function normally to the maximum of its capacity.

A COSTLY FARCE.

Education in this country is a costly farce, for it does none of these things. A child's education is not the purchased tool in a craftsman's hand, but the disciplined control of that hand by the brain whereby the thing produced may be made to approximate to the standard of use and beauty in the craftsman's thought.

Give the child this disciplined control of his body, his capacity to test experience by a standard

of perfection arrived at in his own mind, and you can make of him a bus driver or a doctor, because he will have the trained intelligence to appreciate the requirements of his job, and to make use of his own and other peoples' experience in applying his brain and his body to doing that job scientifically and satisfactorily.

The basic training of all children should be the same, giving the young human being equality of opportunity. (Equality of achievement is not in Nature!)

No man has yet improved on the German Froebel's theory of brain and sense training from earliest nursery days. It is constant practical exercise of the senses, and discipline, that trains alike the dog's senses for hunting, the Indian's scouting.

English education for the masses stands self-condemned in that it neglects practical training of the senses and does not attempt to discipline the character. (That is left to the Boy Scout movement.)

Half the world's social and industrial troubles come from the lack of education of the mind of the masses and the hands of the "classes," for the first are not trained to think, and the second are not trained to work. And here you come to the central difficulty in this country—the lack of thoroughly educated teachers, without whom even a good system would fail.

Untrained, uncultured, undisciplined teachers cannot produce perfect citizens. Working men and women, if they desire education, have to educate themselves after they leave school, when the precious years of youth have gone, and the unexercised brain and untrained senses handicap all their efforts severely.

No wonder "education" as provided by the County Council elementary schools is not appreciated by the working class ratepayer, and that he keeps those rates down at a figure that makes it impossible to pay teachers a salary adequate to attract men and women of brains and culture seeking a career.

So the teachers have to be drawn from the classes that in spite of the free schools, are still known as the "uneducated," from men and women willing to work for low wages and without prospects. The lack of culture, discipline, and ideals of citizenship—for which we have no right to blame the teacher—are automatically passed on to the children, handicapped to start with by the sort of daily experiences inevitable in homes where overcrowding and ignorance of health laws familiarises them with the abnormal and often with the indecent.

I wonder if the ex-public-school boy realises the amazing heights to which the sons of the slums rose when the average British private soldier proved himself to be heroic in the face of the most awful conditions of warfare ever known? From the tragic welter of ill-health and indiscipline in which British civilisation planted him he produced rare flowers of steadiness, cool courage, and a discipline that has never been surpassed.

WHAT CAN BE DONE.

Can anything be done about it? Of course it can. The impossible was often done in the war. The possible, however difficult, can be done in these coming years of peace, if the team will work together as of old, and the country, in gratitude to the men who saved it, will pay the price.

Start by training the teachers: then offer them a career. There is material in plenty among the returned soldiers and ex-Servicemen, not to speak of the universities all over the kingdom. These young people have seen a vision—whether they looked for it or not. Choose the best in character and discipline, and train them at the nation's expense. Offer them an honourable and well-paid career.

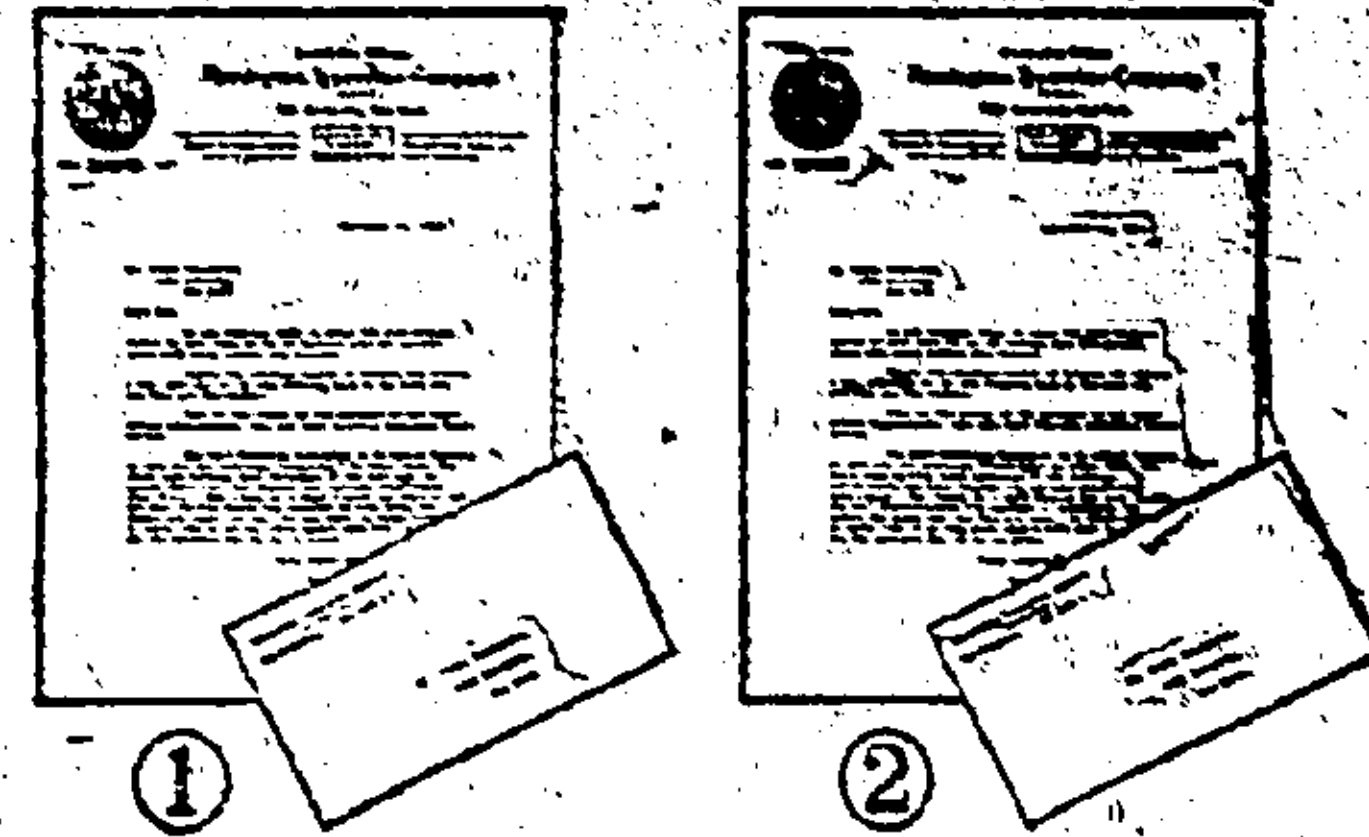
Within ten years' time, when every school could be sure of a full staff of thoroughly educated teachers, with character and culture adequate to the task, make education at State schools compulsory for all, high and low, rich and poor, and make the people pay for it by a direct national education tax, graduated according to income, with rebates depending on the children's success in winning admission into the higher-grade schools and colleges further up the scale. If education costs something it is appreciated—but the State must give good value.

EQUAL OPPORTUNITY.

As part of its general education every child should be obliged to attend a State course, in some form of manual work, to be followed by a standard of perfection arrived at in his own mind, and you can make of him a bus driver or a doctor, because he will have the trained intelligence to appreciate the requirements of his job, and to make use of his own and other peoples' experience in applying his brain and his body to doing that job scientifically and satisfactorily.

Give the child this disciplined control of his body, his capacity to test experience by a standard

Here are two letters—exactly alike



The same typist wrote number one 25% faster by using the

SELF STARTING REMINGTON TYPEWRITER

YOU use typewriters to save business TIME. You employ stenographers to save business TIME.

Your stenographers are probably typing now at their natural speed limit. To gain more business TIME this faster typewriter has been invented. Time saved by the Self Starting Remington is 15% to 25% on business letters

with envelopes. The TIME and labor saving is automatic—inevitable.

You must see the Self Starting Remington for yourself. Its TIME saving can be demonstrated in a flash at our office or in your own. There is nothing else like the Self Starting Remington on the market. Call, write or phone for a five-minute demonstration.

MUSTARD & CO., (Sole Agents)

Telephone 1186

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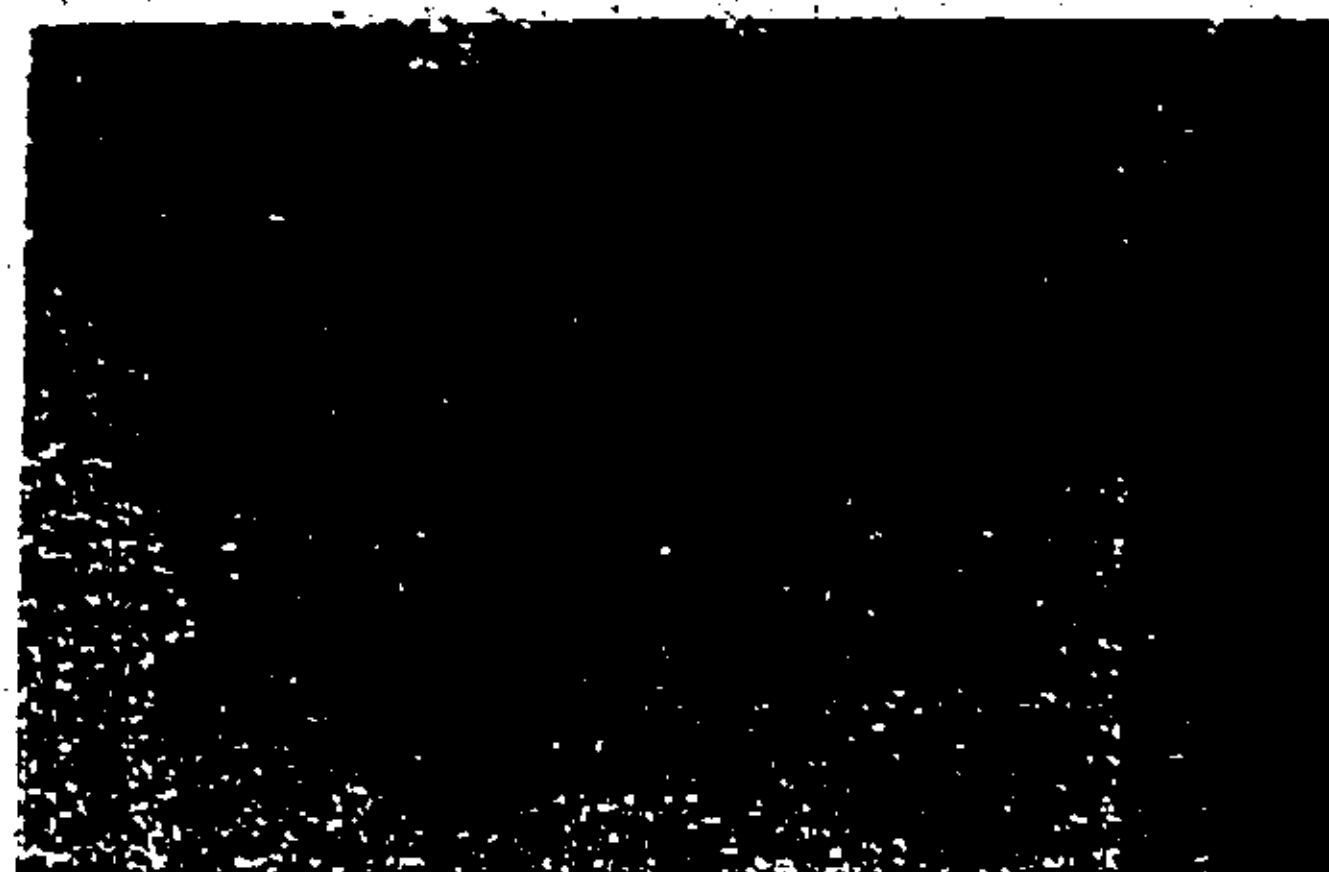
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For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce. Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

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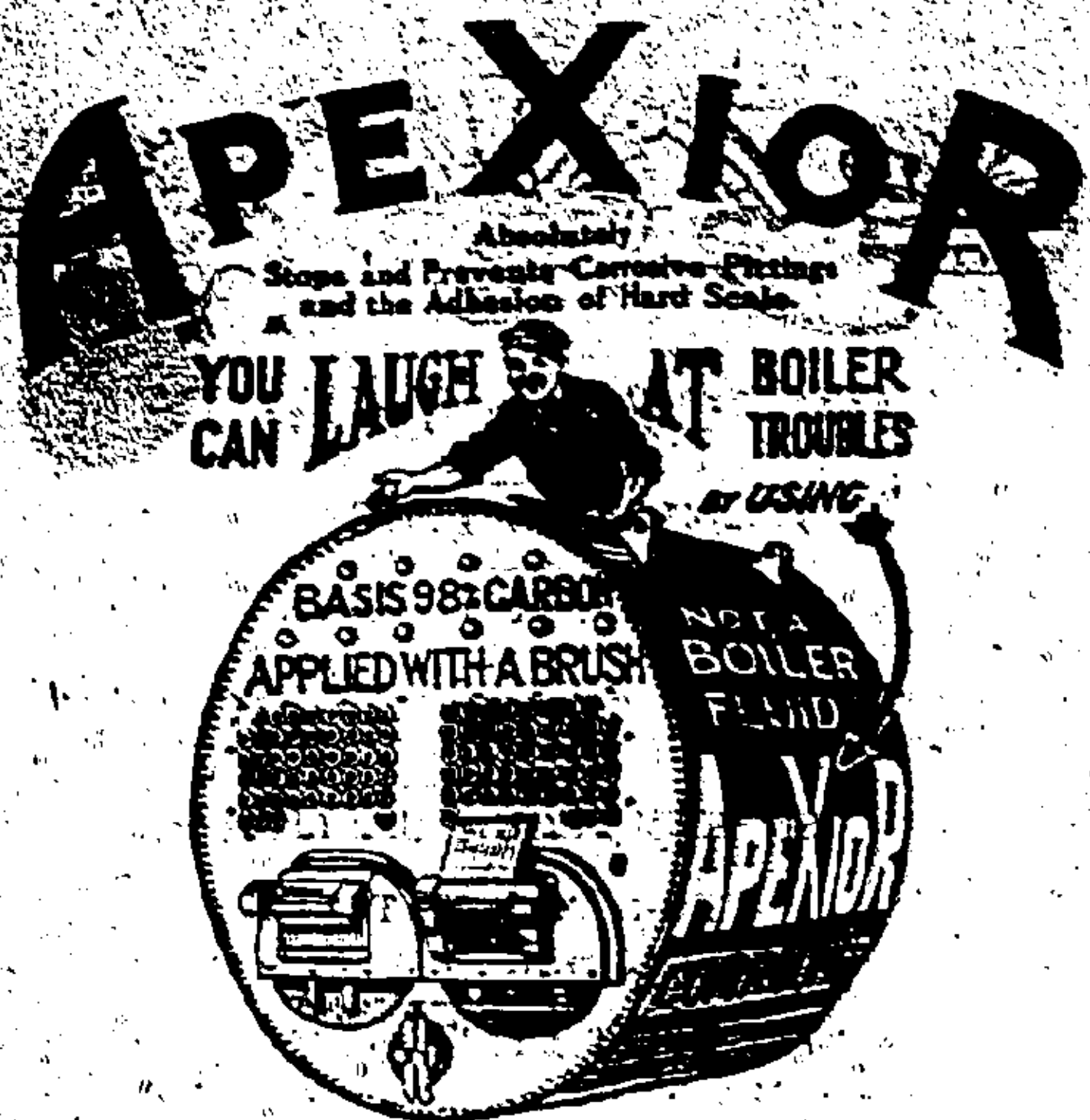
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CORNER BEEF AND PORK

IN KEGS OR CASKS

FOR EXPORT OR STEAMERS' USE.

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No Heat Retardation. No Zinc Plates needed in Boilers treated with this compound!!

The only known Efficient Preventative of Corrosion in Marine Steam Turbines.

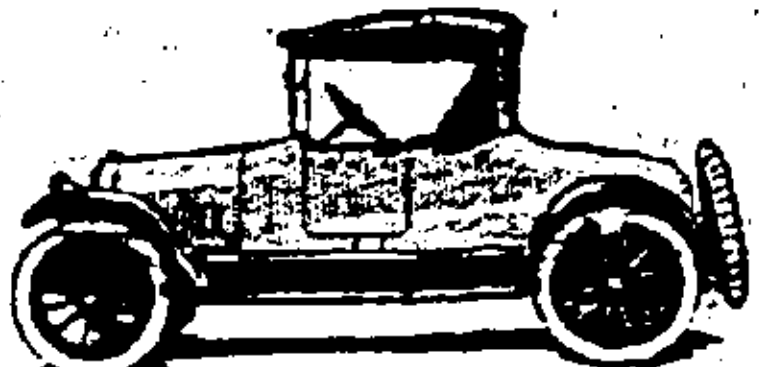
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THE CONNAUGHT MOTOR CAR COMPANY, Central, G.P.O. Box 444.



A Car which has won for itself a world wide reputation for permanency of Service, Power, Design, Comfort, Workmanship & Economy.

A High Class Latest Modelled Car
At a price within the reach of all.

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Inspection and Enquiries are cordially Solicited.

EVERY DROP OF



Brandy is unequalled as a pleasant wholesome stimulating Tonic. It is aged in wood for years before being bottled.

Obtainable Everywhere,
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FILET LACE TABLE COVERS ROUND & SQUARE,
SWATOW DRAWN WORK & SILK EMBROIDERIES,
ALL KINDS OF LADIES' FANCY GOODS,
FOR WHOLESALE AND RETAIL.
PRICES MODERATE.

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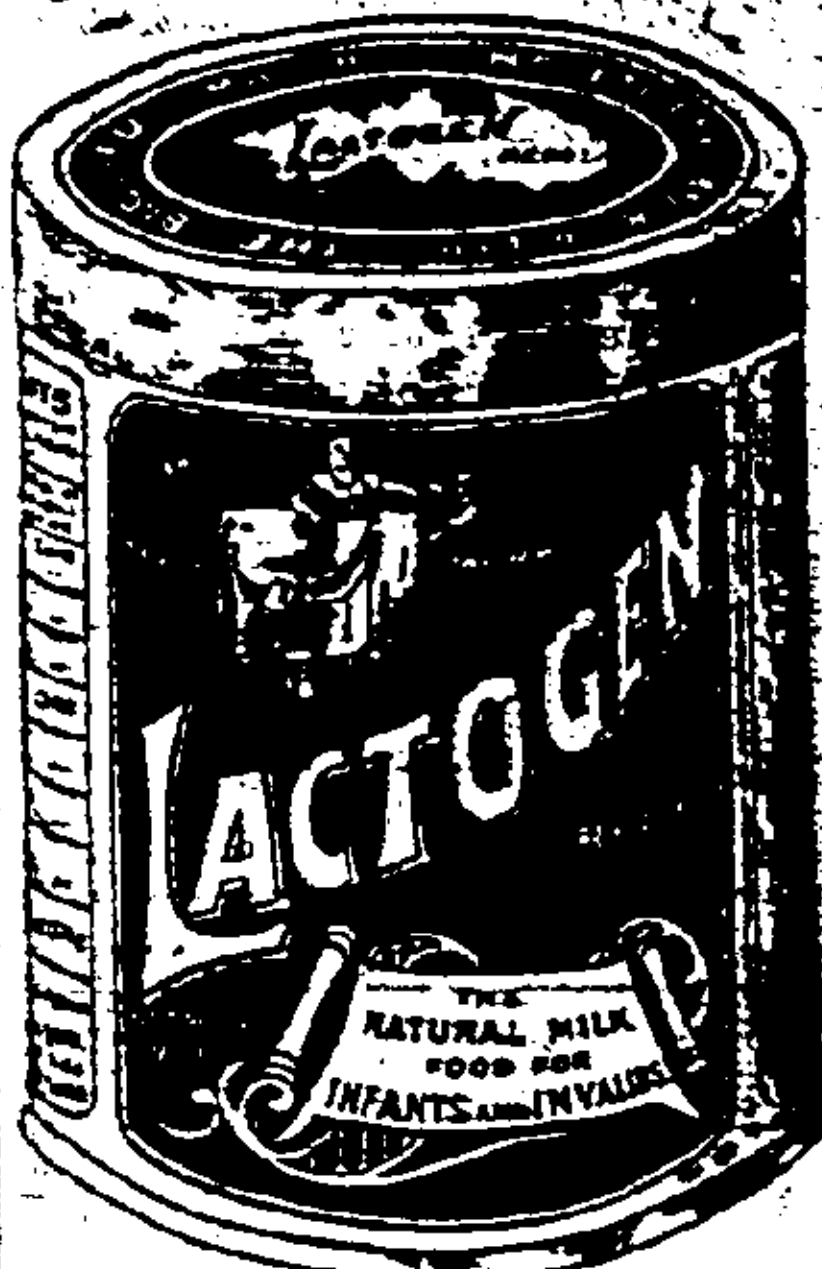
ESTABLISHED 1884.

The Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.
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A Finer Milk Food for Infants. Invalids and Nursing Mothers cannot be Obtained.
A large consignment just to hand. Prices very moderate.

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EXCHANGE.

SELLING.	
T/T	3/9 3/4
Demand	3/9 15/16
30 d/s	3/10 1/16
60 d/s	3/10 3/16
4 m/s	3/10 5/16
T/T Shanghai	Nom.
T/T Singapore	162
T/T Japan	161
T/T India	Nom.
Demand, India	Nom.
T/T San Francisco & New York	78 1/2
T/T Java	213
T/T Marks	Nom.
T/T France	6.25
Demand, Paris	

BUYING.	
4 m/s. L/C	3/11
4 m/s. D/P	3/11 1/4
6 m/s. L/C	3/11 1/2
30 d/s. Sydney and Melbourne	3/11 1/2
30 d/s. San Francisco & New York	79 1/2
4 m/s. Marks	Nom.
4 m/s. France	6.45
6 m/s. France	6.51
Demand, Germany	Nom.
Demand, New York	78 1/2
T/T Bombay	Nom.
Demand, Bombay	Nom.
T/T Calcutta	Nom.
Demand, Calcutta	Nom.
Demand, Manila	163
Demand, Singapore	162
On Haiphong	Nom.
On Saigon	Nom.
On Bangkok	40 1/2
Sovereign	5.15 Nom.
Gold leaf per Tael	37
Bar Silver, per oz forward	60 1/4
	58 1/4

SUBSIDIARY COINS.

DISCOUNT PER \$100.	
H'kong 50 cts sub.	82 1/2 pm.
" 10 "	83 1/2 pm.
" 5 "	87 1/2 pm.
C. coins	44 1/2 pm.

BOOM IN PATENTS.

There is every indication that this year will prove to be a record for the number of patents taken out in England. Messrs Hughes and Young, Patent Agents of Chancery-lane, London, in their report state that notwithstanding that German and other enemy countries are debarred from taking out patents there were over 16,000 applications for the six months ending June 25. The number of applications filed during the same period for last year was only 11,000.

NOTICE.

G. S. R.

All persons with the exception of those of Chinese race, desiring to leave the Colony for places other than Canton, West River or Misao should apply in person for permission to do so at THE PASS OFFICE, POST OFFICE BUILDING between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1914. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

THE UNION INSURANCE SOCIETY OF CANTON, LTD.
Honorary Secretaries & Treasurers.
Hongkong 15th January 1919.

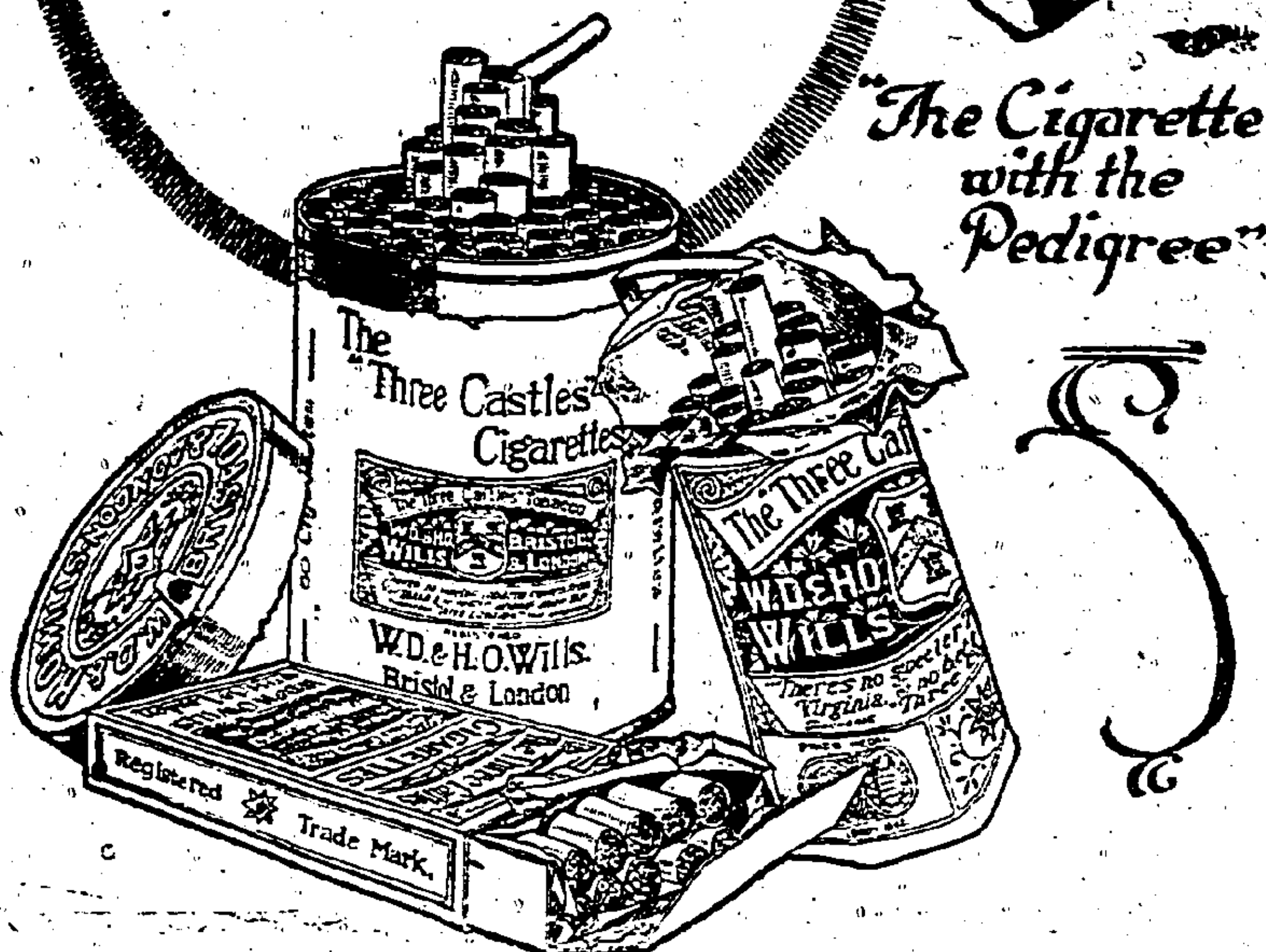
PEAK TRAMWAYS CO., LTD.

TIMES TABLE.	
WEEK DAYS.	
2.30 a.m. to 4.30 a.m.	Every 15 min.
4.30 a.m. to 6.30 a.m.	" " "
6.30 a.m. to 8.30 a.m.	" " "
8.30 a.m. to 10.30 a.m.	" " "
10.30 a.m. to 12.30 p.m.	" " "
12.30 p.m. to 2.30 p.m.	" " "
2.30 p.m. to 4.30 p.m.	" " "
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6.30 p.m. to 8.30 p.m.	" " "
8.30 p.m. to 10.30 p.m.	" " "
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NOTICES

The "Three Castles" Cigarettes

Made in—Regular,
Magnum and Super—
Magnum sizes.



"The Cigarette
with the
Pedigree"

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

POST OFFICE.

The parcel post service has been resumed with Norway, Sweden, Denmark, Holland, Spain and Switzerland. For the present, however, only parcels obviously in the nature of gifts are accepted.

Allied soldiers in the various hospitals in Siberia are badly in need of reading matter. Any books, newspapers etc. for their use handed in at the G. P. O. will be packed and forwarded to them free.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

Straits—Per BOMBAY MARU, 23rd Aug.
Europe via Suez—Per BEN-AVON, 24th Aug.
Straits—Per ITOLA, 24th Aug.
Shanghai—Per KWANGSE, 25th Aug.
Straits—Per DUNERA, 25th Aug.

OUTWARD MAILS.

TO-MORROW.

Swatow, Amoy and Foochow—Per HAIHONG, 24th Aug., 9 a.m.
Formosa via Keelung—Per KALJO M., 24th Aug., 9 a.m.
MONDAY, 25th AUGUST.
Shanghai and North China—Per TEAN, 25th Aug., 11 a.m.

TUESDAY, 26th AUGUST.
Swatow and Bangkok—Per LUCHOW, 26th Aug., 10 a.m.
Shanghai and North China—Per SINKIANG, 26th Aug., 11 a.m.

Wednesday, 27th AUGUST.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 27th Aug., noon.

Thursday, 28th AUGUST.
Swatow, Amoy and Foochow—Per QUINNEBAUG, 28th Aug., noon.

Japan via Nagasaki, Honolulu, Canada, United States, Central and South America and EUROPE via SAN FRANCISCO—Per PERSIA MARU, 27th Aug., Reg. 5 p.m. Letters 28th 9 a.m.

FRIDAY, 29th AUGUST.

Swatow, Amoy & Foochow—Per HAITAN, 29th Aug., 1 p.m.

WEDNESDAY, 3RD SEPTEMBER.
Sandakan, Australia and New Zealand via Thursday Island—Per EASTERN, 3rd Sept. Registration 9.45 a.m. Letters 10.30 a.m.

GENERAL NEWS.

IMITATING THE GERMANS.

Eight boys, whose ages ranged from 16 to 11, were charged at Dover with damaging the steam pinnace Vic, the barge Secret, and five other boats in the dock. They were in rowing boats and the pinnace when seen by a constable, and all but the youngest boy escaped by climbing the dock wall, setting the boats adrift. The seacocks of the pinnace had been opened, and she was sinking when recovered by boatmen. The rowing boats were also flooded and their stern sheets broken. The lock on the cabin door of the barge had also been broken. The youngest boy was adrift in the middle of the dock in a damaged boat when the boatman rescued him. The Bench regretted they had not power to order the barge. They fined the boys 10s. each, except the youngest.

GERMAN OFFICERS IN JAPAN'S SUBMARINES.

The Evening Post (New York) has published a statement, in defiance of the Government's prohibition, to the effect that the American Customs have been warned that many German military and naval officers have been engaged by Japan and are going to Japan via the United States with false passports. It is further stated that 300 German officers have signed engagements with Japan, most of them are men who have served as commanders of submarines. They have been promised especially good treatment as an inducement to desert from the German service.

WATER RETURN.

Level and Storage of water in Reservoirs on August 1, 1919.

CITY AND HILL DISTRICT WATER WORKS LEVEL.

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